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314 • August 1999

Easyriders

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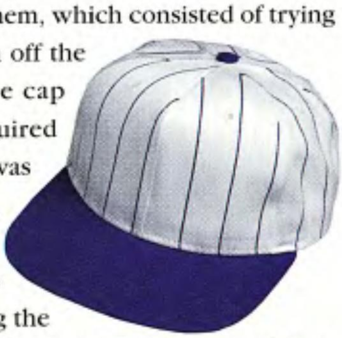
TakingItEasy

Here's a little history lesson for ya. In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer to sleep on. That's where the phrase, "Goodnight, sleep tight" comes from. See, *Easyriders* is damned educational!

These guys were best of friends and had a fun tradition between them, which consisted of trying to shoot the little button off the top of any baseball-type cap either of them had acquired (while the baseball cap was being worn, of course). Well, the two of them went out one night to do a little partying and along the way found a new baseball cap. So when they got home they had to carry on the tradition, but the evening's imbibing got in the way and one of them ended up in the hospital having been shot in the head by his buddy—all in fun, of course (doh!).



From the "Dumb Crooks Dept.": Two guys were paid to help stash some of the loot from a $17 million robbery at an armored car company. The job of nabbing them was easy—one of the guys reported the take on his income taxes. (It surprises me that he had the smarts to help with the robbery.)

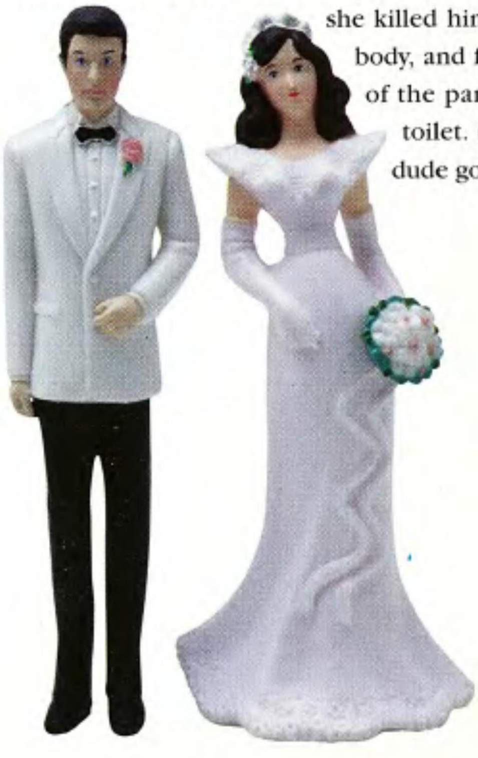
He was convicted for his third drunk driving offense, served a jail sentence, was on house arrest, is currently on probation, and his license was revoked for 10 years. While in jail, he joined Alcoholics Anonymous. In 1997 in order to keep his driver's license for work only, he had to stay in AA, submit to random urine tests, see a DUI counselor regularly, and have no alcohol. He even became a lay minister, which apparently turned out to be his undoing. During a routine visit to his DUI counselor, he said, jokingly, "The only alcohol I get any more is at Communion." A month later he received a letter informing him that his driver's license was being revoked until the year 2005 for imbibing! (Don't you feel for this guy? I sure do. Sheesh!)

Her boyfriend was bothering her so she got a restraining order against him. But he kept on bothering her so she went to the judge who questioned her about it. She admitted that her ex-boyfriend still had the key to her house and that he "sneaks in" every night. The judge asked if he slept with her, to which she replied that she had two fold-out beds. The judge said that wasn't the answer to his question, so she said, "Against my will, yes—but I keep a big pillow between us."

Some egos don't take much to inflate. One of several men arrested on charges of sexual assault and incest in a religious sect community said his lapse was due to a feeling of excessive confidence after having been made boss of the community's pig barn (Nice goin'. Congratulations.)

Here's this month's word trivia. The only 15 letter word that can be spelled without repeating a letter is "uncopyrightable." Now ain't that special.

This woman wanted to get married in the worst way, so she proposed to her boyfriend of many years feeling certain he would say yes. But no! Hoo lord, he turned her down! She was so pissed off that she killed him, cut up his body, and flushed some of the parts down the toilet. (I figure the dude got off lucky.)



Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 314 • AUGUST 1999

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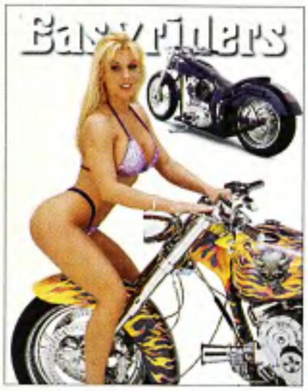
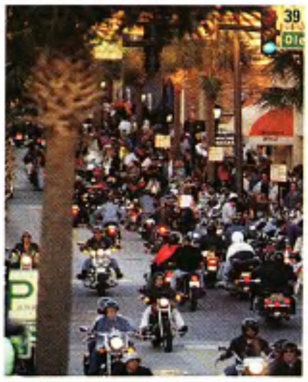
And her '96 883 Sportster

PLUS: Big American women with big American breasts who like to show them all the time just to get a ride on a big American bike.





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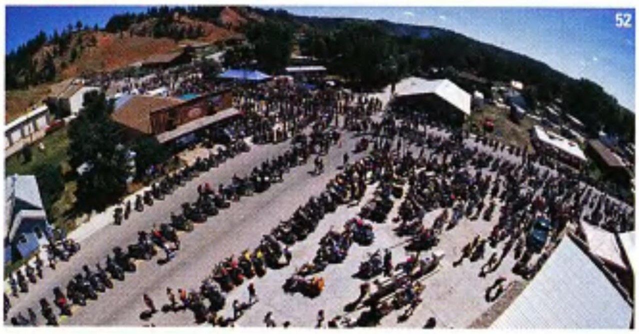

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Cover photos: Andrea with Dane Simms' bad-ass blower by Raiko Hartman; Mike Scaffidi's Pro-Street Sportster by Chuck Emery. Imaging by Daniel Ferguson.

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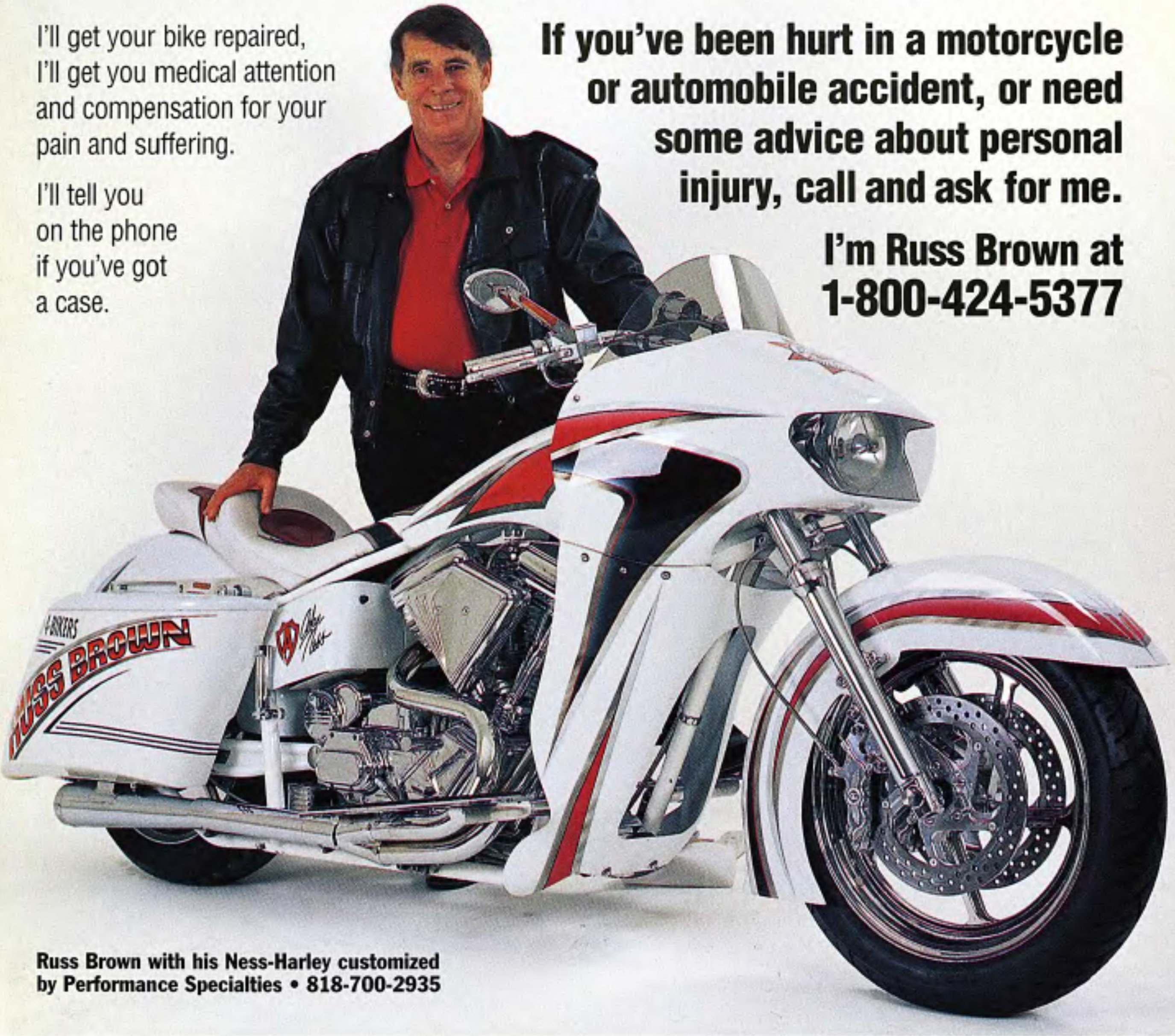

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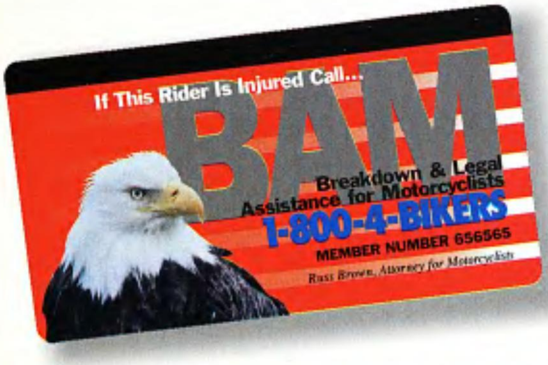

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WordMonger

Monty's Tribute To Stevie Ray

This letter is regarding Monty King's tribute to Stevie Ray Vaughn (April issue). I've had wet dreams about doing the same thing with my '82 FLT but never had the funds to do it. I have Stevie's "In Step" CD cover tattooed on my arm.

If I ever come up with the dough, you can bet I'll be giving Crazy Horse a ring. Great job, Crazy Horse and Monty! Beauty of a Pan.

Elmo Ellis
Manhattan, Illinois

Rage On, Rowan

One of the true art gods has gone on to that big P.J. Clarke's in the sky, where he is no doubt sitting at the bar, downing endless and varied libations with the greats. Rowan Johnson swaggered down the halls at Easyriders with his signature floating gallop, designing the look and feel of our stable of magazines since before Hector was a pup. He recently tired of the confinement of this dreary little planet and has set his sights on greater designs. We understand that God himself has a new assignment for our former art destructor. When you gaze upon a really phenomenal sunset painted in lavish hues across the twilight sky, that would be Rowan's hand at the celestial brush.

On the other hand ... five fingers.

—The Staff

A Word From The Old School

I want to thank you for the article in the March issue (page 112, "Biker Etiquette"). Where I come from (Oklahoma), we call it Old School rules. It's how I was raised and what I live by. It's a good feeling to know that there are still people out there who are from the Old School. There are not enough stand-up people in this world.

If you're ever in Tulsa, Oklahoma, try the Blue Rose. Good food, good people. Their motto is "No Crybabies." I like it!

Jeff
Beaumont, Texas

It Keeps Him Going

I want to give you guys and girls the reassurance that you mag is #1. I'm with the 1 Cavalry Division currently serving in Bosnia Herzegovina. I missed Bike Week and a few local runs in Texas, but your magazine keeps me sane. My Ironhead is being pieced together in a Paughco rigid frame and will be completed when I get back to the States—thanks to my old man in Daytona.

In the meantime when each month comes to an end, I find the first convoy smoking off this hilltop and go to the PX to see if they have a new issue of *Easyriders*. After I drool over the bikes and fine women for a week or two or three, I pass it around the platoon and let them have at it. The cherished mag always makes it's way back to my rack.

Seeing the badass scoots, fine women, and classy people who ride in the mag reminds us that we live in the best country in the universe and would defend it with our lives without hesitation.

So until I get back to the States with the wind in my face, keep up the great job, and I'll see you all in Daytona.

SSG Colella
Bosnia Herzegovina

Indian Comments

Thanks for showing the new Indian in your April issue. I can't wait to get my hands on one. Then I can say I have a bike that's older in heritage than a Harley (1901).

Bill Hampton
Dana, Florida

Indian schmindian! Wrapping skirted fenders around an S&S Harley hybrid doesn't make the CMC effort an Indian any more than the new skirted Kawasaki Drifter. At least the Kaw shows some original design and style. I have nothing against the name being revived, but let's do justice to the heritage of the brand. Show us some original engineering and style instead of a half-baked effort to just make a quick buck off the Indian name.

Corky
Springfield, Massachusetts

You have hit the nail on the head. The Indian Motocycle (notice no "r" as Hedstrom and Hendee intended) saga is one only a lawyer could love. For years various people and companies have tried to lay claim to the Indian marque, but all attempts have been unsuccessful until this past December.

So what are we offered for the time and millions of dollars spent to consolidate all claims to the Indian heritage? A Harley Softail "clone" with a few geegaws right out of standard aftermarket catalogs!

As for a future proprietary motor, ask the Hanlon brothers (Excelsior-Henderson) how much time and money are needed to do this.

Dick de Rusha
Colorado Springs, Colorado

The new Indian company is moving forward full tilt and will be unveiling their new proprietary motor at Sturgis this year. Look for the scoop right here.

Good Ol' Days Gone

Just the other day I happened upon a rider pushing his motorcycle along the Interstate. Using my truck tailgate for a makeshift ramp, we carefully loaded his bike, and I hauled man and machine to the dealer. On the way there, we stopped and I treated him to lunch. He'd pushed his crippled steed past six mile markers before I had stopped. He told me many "bikers" had gone right on past, some of them with empty slots on their trailers. Of course this young fellow of 22 longed for the "good ol' days" when riders looked out for one another. What I want to know is when in the hell was that?

In 1975 I pushed my Super Glide many miles to a rest area where I had to call my dad for help. I'd be sitting there still if I'd been waiting for help from another motorcyclist. The good ol' days never existed. I'd say 95 percent of the people you encounter on motorcycles are shitheads. If it weren't for the other five percent of decent people, I'd ride alone.

If I ever see anyone on a motorcycle in need of help, I will stop. It's time to make every rider feel like a welcome member of a motorcycling family.

Lurch
Lamar, South Carolina

On A Mission

I'm on a mission. A dear friend recently diagnosed with Leukemia longs for a copy of an old poster to symbolize and inspire his battle. The poster is of an eagle with wings and talons spread, pursuing its desired prey—a mouse, who's flipping him (the bird) off.

Perhaps there's an *Easyriders* reader who has one or knows where I can get one. If so, kindly contact me at P.O. Box 15358, Lenexa, KS 66285.

K. Kaul
Kansas City, Missouri

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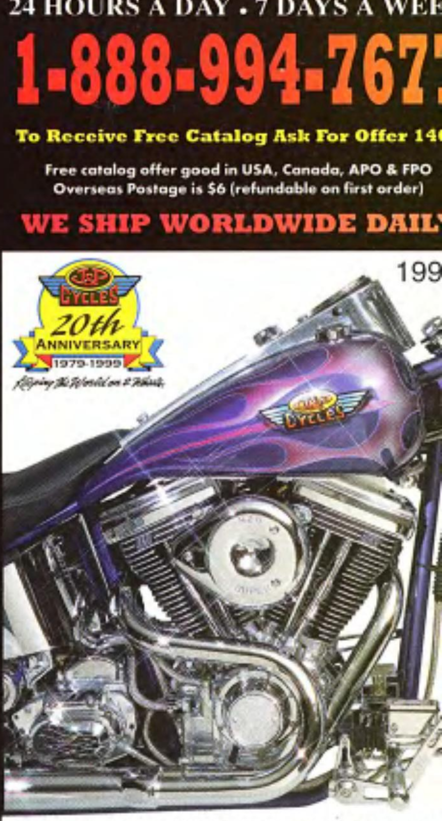

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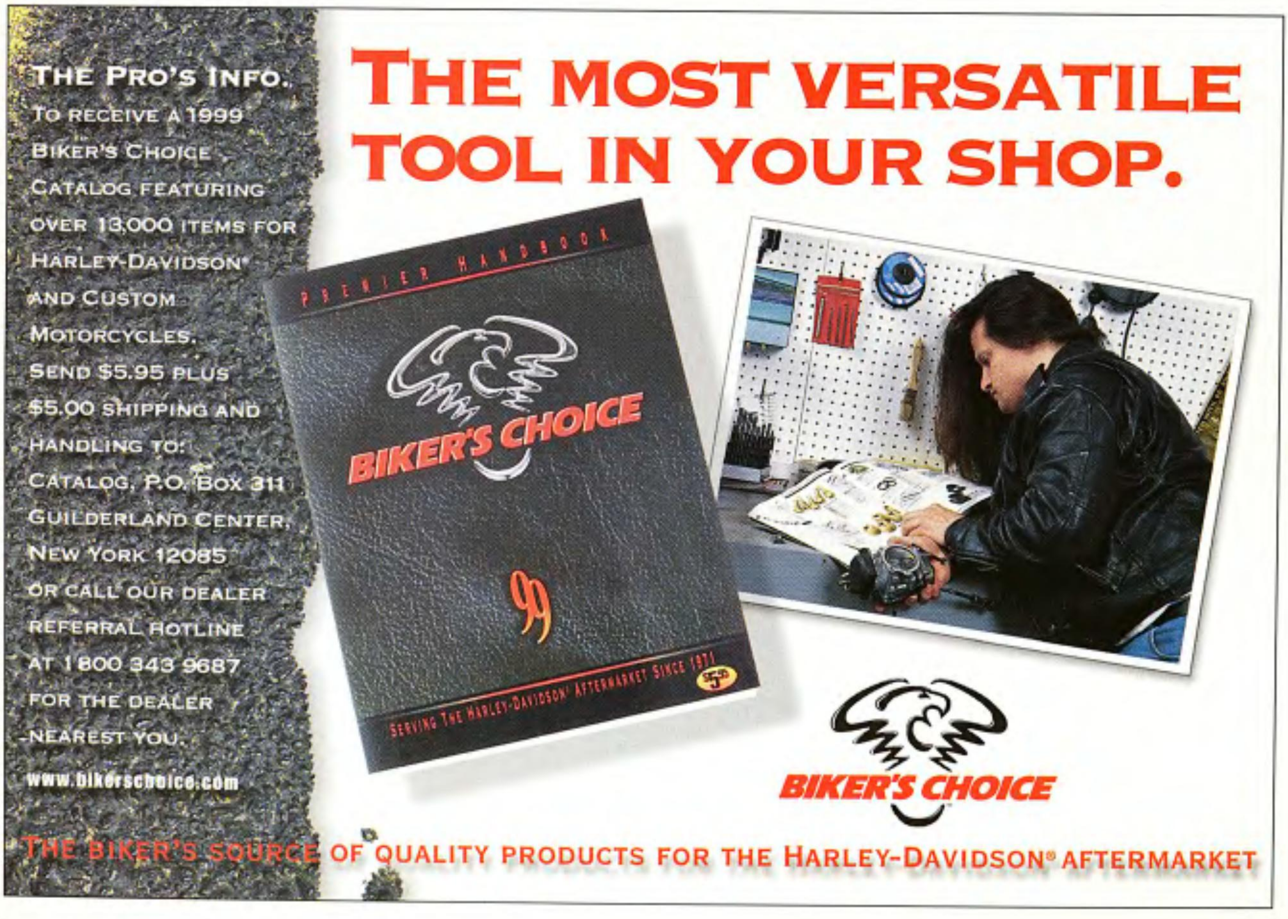
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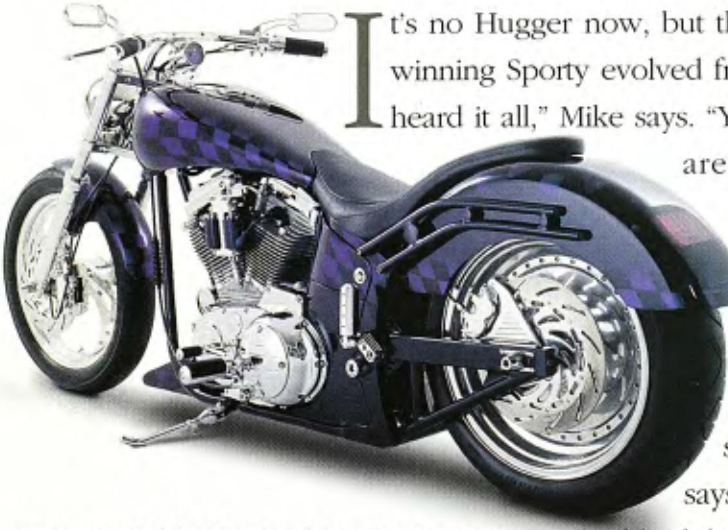
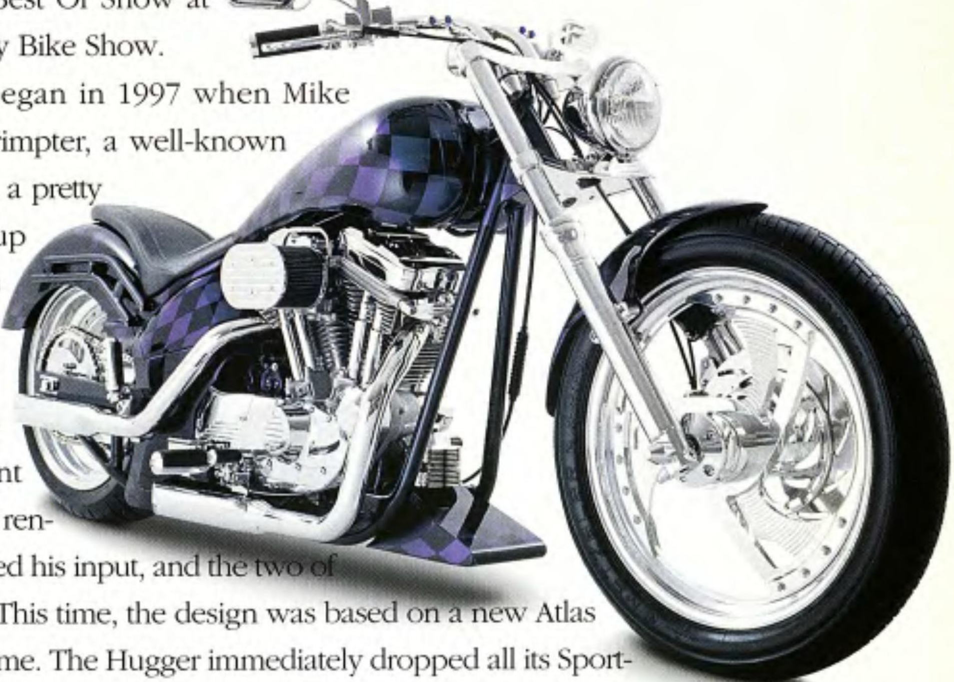


It's no Hugger now, but that's what Mike Scaffidi's show-winning Sporty evolved from: a 1993 Hugger 883. "And I heard it all," Mike says. "You're riding a *girl's* bike! Where are the training wheels? All that crap." Even after Mike customized the bike, doing the tank, the fenders, everything short of the frame, the sneers didn't stop. "It was still a Sportster and I was still taking heat," says Mike. "I decided, screw this, I'm going to build the baddest Sportster I can, build a bike that no one's going to give me shit over." So Mike did it all this time, moving his bike right out of any Sportster classification and into something decidedly Pro-Street or Pro-Stock. It came out just fine too. Mike's ride has taken first place in every show it's entered, including the January 1998 Easyriders show at Chicago's Navy Pier, where he took first in the Easyriders Class. For a topper, he took home Best Of Show at Harley's 95th Anniversary Bike Show.



The transformation began in 1997 when Mike hooked up with Bob Frimpter, a well-known Milwaukee builder. Mike, a pretty fair artist, had worked up on paper 15 or 20 versions of his dream bike until he got things the way he wanted, right down to the colors and the paint design. He brought those renderings to Bob, who added his input, and the two of them took it from there. This time, the design was based on a new Atlas Pro-Street Softail-style frame. The Hugger immediately dropped all its Sportster baggage. The motor was already done in '95 by Brian Dixon, an engineer at Harley. He'd built the 883 to a 1200 by using a Screamin' Eagle cam, flowing the heads, the works. →

little BIG bike

Then Mike and Bob concentrated on the look, the lines, and the details. And there is plenty of all three everywhere on this bike.

Most of the parts were mocked up in cardboard first, dialing in and finessing the fit before Bob picked up a single piece of sheet metal. He made the fenders, the oil tank, the air dam, and almost everything else that way. The tank began as an FXR piece that Bob stretched out and reshaped. To fill up the center of the bike, the stock and the Atlas oil tank were shoved forward about 3 inches, with side skirts added for a massive, aggressive look. And for more *massive and aggressive* check out the

rear wheel; it's a highly modified Fat Boy rim, opened up to 17 inches and widened to 6.5 inches. With the 180 rubbermounted, the look is huge and works perfectly with the rebopped drag-style swingarm. Counter pointing all of that are details like the LED running lights that are built into the handlebars and the fender struts.

The accomplishment has brought awards in contests and on the road. A bona fide showstopper and proven show winner, Mike rides the snot out of the thing. "When I go to a show and people doubt me when I tell 'em it's a rider, I just point to the rear tire—it's almost bald!" And no one dares ask where the training wheels are.

—Joe Kress

Owner: ....Michael N. Scaffidi
City: ....Milwaukee, Wisconsin

General
Fabrication: ....Bob Frimpter
Year/make: ....1999 Pro-Street
Model: ....Sportster
Assembly: ....Bob Frimpter/ Zandi's V-Twin
Chroming: ....Exclusive Metal Finishing/London's

Engine
Year/model: ....1993 Evo
Rebuilder: ....Brian Dixon/Slinger
Ignition: ....Dyna 2000 Dual
Displacement: 1200cc
Lower end: ....stock
Pistons: ....H-D
Cases: ....H-D
Heads: ....Slinger/Airflow Works, Inc.
Cam: ....Screamin' Eagle
Carb(s): ..Tucker-Rocky/Biker's Choice
Pipes: ..Pythons, modified and raised
Modifications: ..Pro-One air cleaner

Transmission
Year: ....1993 H-D
Modifications: ....RevTech wheel sprocket

Paint
Molding: ....Bruce Harvey
Painter: ....Bruce Harvey
Color/type: ......purple, black/House of Kolor
Special paint: ....special mix

Frame
Year/type: ....1997 Pro-Street
Builder: ....Atlas
Shocks: ....Progressive Suspension
Modifications: ....36-degree rake, 2-inch stretch, molded to tank

Accessories
Bars: ....owner-designed
Handlebar controls: ......Perf. Mach.
Fender(s): ....custom
Headlight: ....H-D Springer
Taillight: ....LED, flush mount
Speedo: ....CCI, painted
Pegs: ....H-D
Foot controls: ....H-D
Gas tank: ....FXR, stretched
Oil tank: ....Atlas, skirted
Primary cover: ....ballmilled
Seat: ....Danny Gray
Mirrors: ....Ness
Grips: ....H-D

Forks
Type: 39mm
Builder: ....Ness
Modifications: ....lowered 2 inches, polished, milled

Wheels

Front
Type: ....Performance Machine
Size: 19-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear
Type: ....Fat Boy, modified
Size: 17-inch
Tire: ....Continental
Brake: ....Performance Machine

Photos: ....Chuck Emery

"Hey, Mabel, were you expecting relatives?"

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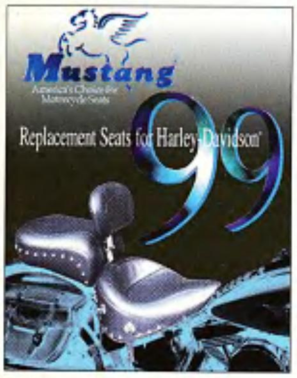
PartsBox

Wide Ridin' Rigid

Everybody digs that wide rear rubber look and Exile Cycles now offers rigid frames that will accommodate the new 230 Avon tire with a chain or belt final drive. These wicked frames are made from 0.120-inch and 0.156-inch wall DOM steel tubing and are TIG welded. Exile will custom make your frame with almost any rake or stretch in about three weeks. Exile Cycles also offers a complete rolling chassis kit for the total bad-to-da-bone look. Exile Cycles • (818) 702-7532.

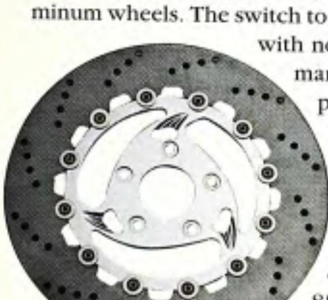


Sit On a Mustang

Here are Mustang '99 Replacement Seats for the Harley-Davidson catalog. Now ya don't have to throw away your stock Harley seat in order to have one of these comfortable, high quality goodies that come in all types and styles for all H-D models. From fringed, pillowed, and wide for comfort, to sleek, low, and go for show, Mustang has the seat for you. You'll also find a slew of matching Mustang passenger pads, tank panels, fender bibs, and more. All Mustang seats are handmade right here in the good ol' USA. Mustang • (800) 243-1392 • (860) 585-0407 fax • www.mustangseats.com.

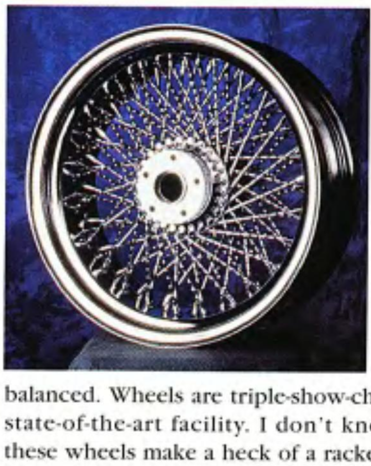
Sting Me

A pair of custom wheels sure perks up the looks of a scoot and now Pro-One has matching Scorpion II wheels, brake rotors, and aluminum pulleys, available in 65- and 70-tooth models. But wait, these great-lookin' wheels *are not billet!* You heard right, they are actually affordable cast-aluminum wheels. The switch to a cast wheel cuts prices big time with no loss in style, quality, or performance. The Scorpion II and other popular styles are precision machined from a one-piece casting allowing for smooth, seamless lines and enhanced strength. Available in a variety of sizes in both polished or show-chrome-plated. Pro-One • (800) 884-4173 (909) 445-0096 fax www.pro-one.com.



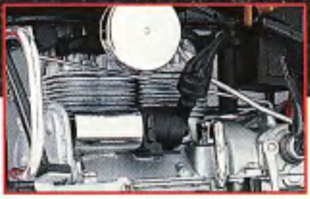
Get Some Looks

Remember those pre-WWII hot rod Fords with their teardrop front headlights? You don't? Well then just look at this marvel of distinction created by master bike builder Rick Doss for Custom Chrome anyway. It's neat and it even lights up thanks to a halogen bulb that turns night into day. Remember the Martians in *War of the Worlds*? They had weird eyes, which kinda remind me of this Teardrop housing too. Anyhoo, this thing comes ready to bolt on for all 4-speed FL models '60-'84 and Heritage Softail and Fat Boy models from '86 to present. You'll get some damn looks, that's for sure. Available from your friendly neighborhood Custom Chrome, Inc. dealer.



100 Spokes

Why settle for 80 spokes when you can get 100 of the chrome dazzlers? These purdy hand-crafted wheels by Hallcraft's feature steel rims, 100—yes, I said 100—thick, six-gauge spokes and an aircraft-quality billet hub. The 100-spoker is guaranteed 100-percent tubeless and factory balanced. Wheels are triple-show-chrome-plated in Hallcraft's state-of-the-art facility. I don't know about you, but I bet these wheels make a heck of a racket if you let a playing card flutter between 'em at 80 mph. Hallcraft's Industries Corp. (940) 668-0771 • (940) 668–0792 fax • www.hallcrafts.com.



Surging with raw power. Packing more punch than any other motorcycle on the road. It was the crowning achievement of America's oldest motorcycle manufacturer. And the *last* Indian to be powered by a four-cylinder engine. Now, the legend is back! In a 1:10 scale precision replica of the 1942 Indian 442.

From the famed Indian tank badge to the exhaust pipe, accented in real chrome. From the distinctive skirted fenders to each of the four cylinders, polished to mirror finish. It's all here in a model so perfect you can almost hear the roar of the legendary Indian engine. This sensational model also features a complete array of operating features. The shifter and rear brake levers move. The kickstand lowers. And both suspension systems provide up-and-down play, just like the original.

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A case of Man and Machine
Built to Ride

Sometimes a passion can be decades in forging. A lifetime of devotion can begin as a mere casual interest and slowly evolve into an all-encompassing necessity for personal survival. Many of us find this necessity in our passion for riding. Ask Phil Hoffman, and he'd agree.

Fresh into the Marine Corps in 1976, Phil got his first taste of what riding was all about after seeing some hardcores enjoying the good life that only time in the saddle can bring. →

Soon after that, Phil picked up his first H-D, a Sporty, and the bond was formed. Phil was hooked.

As time went on, he found the bike we're presently focusing on. Back then, it was taking up space in an amateur wrench's garage. Although she wasn't a runner, it didn't take Phil much time to get things set right. The ol' '62 Pan roared to life.

One day, a woman by the name of Lynn caught Phil's eye. Was she the one? He was eager to find out if she was the kind of woman who'd enjoy life in the wind. She did, and they married. After taking to the saddle on a few test rides all those years ago, she ended up purchasing her own H-D at the age of 21. Lynn's current bike (her third) is an FXDWG that she and Phil have been customizing since she bought it new in '93.

Time went on as Phil and Lynn watched people shed their bikes and fast cars. They kept up on two wheels and raised their family, never forgetting the lure of the open road. To this day, Phil rides the ol' Pan. If things do get better with age, the bike is living proof.

Becoming an avid H-D enthusiast was a choice that he made for himself over two decades ago. Yet, Phil credits some key people that helped keep him on the right track. First of all, he thanks his wife and family. In earlier days, people such as Ron Sayne kept Phil on the right side of the tracks. Later on, the entire crew of Spraymasters, Inc., the company Phil has worked for over the past 10 years, was there for him. They fueled his passion for bike building by bending his schedule when necessary. Support also came from Pierce Harley-Davidson when it came time to do the major overhaul on the Panhead. It was their expertise that helped see the job done right.

And was it all worth it? He'll laugh and say, "Hell yes!" every time. When the road calls, Phil and Lynn head out and enjoy the freedom and passion that only life in the wind can provide. The ol' Pan runs better than ever. Heads turn every time she rolls into a new town. While Phil plans his next project (another Panhead, what else?) it's good to see a bro still up on two, with the same bike excitement that first sparked his interest so long ago. Phil, we can't wait to see the new ride. Till then, we'll see ya on the road.

—Erik Falconer

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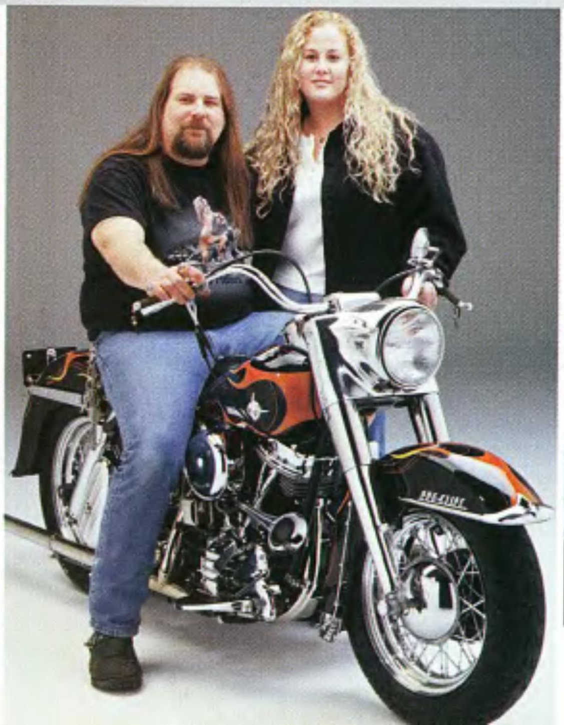

Owner: Phil Hoffman
City: Sandwich, Illinois

General
Fabrication: owner
Year/make: 1962 Duo Glide
Model: FLH
Assembly: owner
Chroming: Brown's

Engine
Year/model: 1962 Panhead
Rebuilder: Pierce Harley-Davidson
Ignition: points
Displacement: 74 cubic inches
Lower end: stock
Pistons: .030-over
Cases: original H-D
Heads: H-D/Branch
Cam: Andrews "J"
Carb(s): S&S Super E
Pipes: dual crossover
Modifications: balancing by Pierce H-D, S&S air cleaner

Transmission
Year: 1962 H-D
Modifications: rebuilt by Dan Berkes

Painting
Molding: none
Painter: Tommy "Mr. Wizard" Wade
Color/type: black/House of Kolor urethane
Special paint: Mr. Wizard's flames

Frame
Year/type: 1962 FLH swingarm
Builder: H-D
Shocks: Progressive Suspension

Accessories
Bars: H-D
Handlebar controls: H-D
Fender(s): H-D
Headlight: H-D
Taillight: H-D
Speedo: H-D, cool face
Dash: H-D
Pegs: footboards
Foot controls: H-D
Electrics: 6-volt
Gas tank: factory
Oil tank: side fill
Oil system: S&S
Seat: rebuilt H-D, Claude Lee
Mirrors: H-D
Grips: Ness

Forks
Type: wide glide
Builder: H-D/owner

Wheels

Front
Type: original H-D
Size: 16-inch
Tire: Continental
Brake: mechanical

Rear
Type: H-D
Size: 16-inch
Tire: Continental
Brake: hydraulic

Photos: Pam Proctor

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Easyriders '98-'99 Bike Show Tour, Chicago, Illinois, Nov. 7, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

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Alexander the Ox
Yoked

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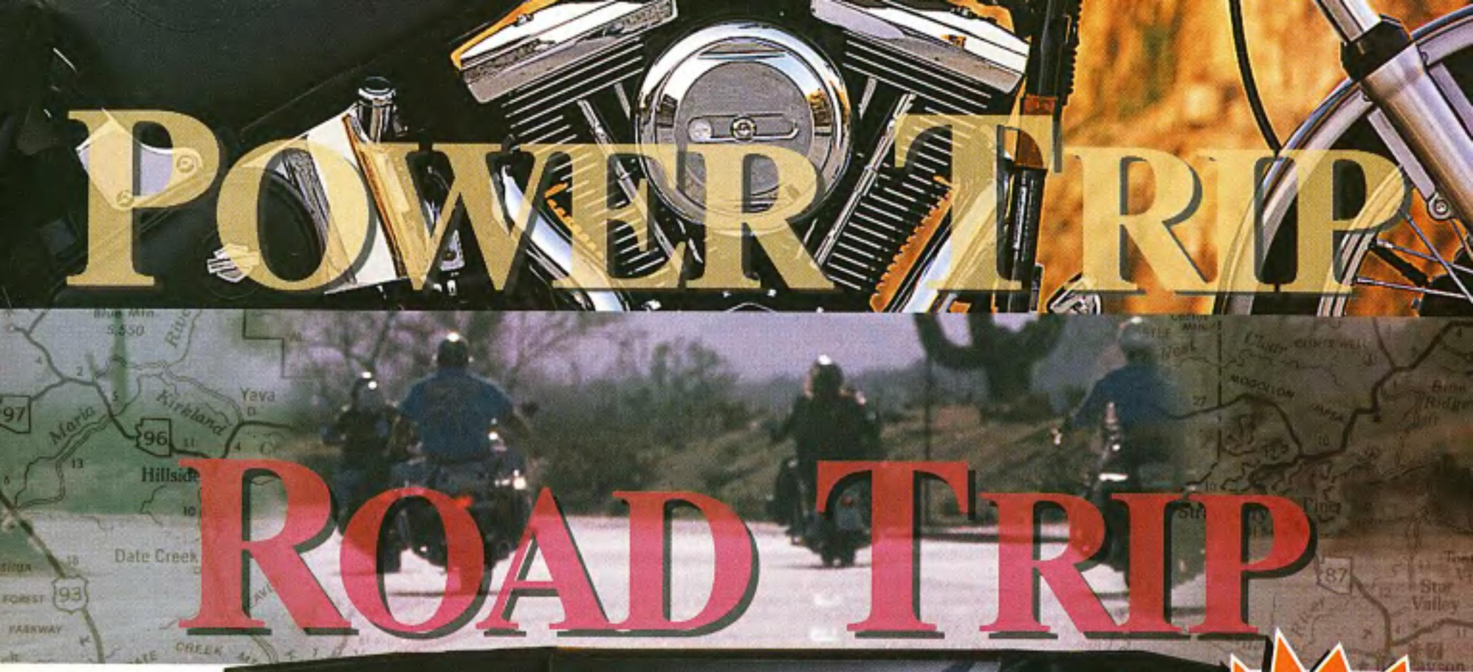

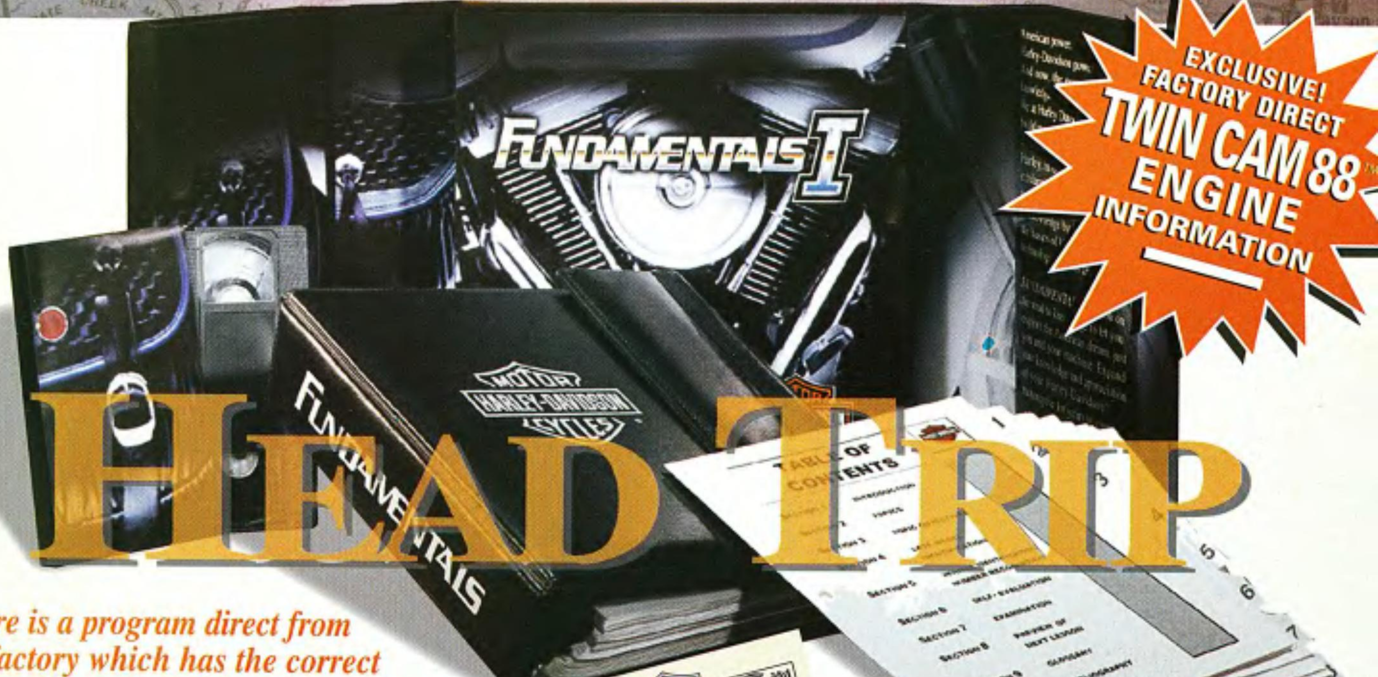

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– Andy Smith, Service Training Program Manager, Harley-Davidson Motor Company

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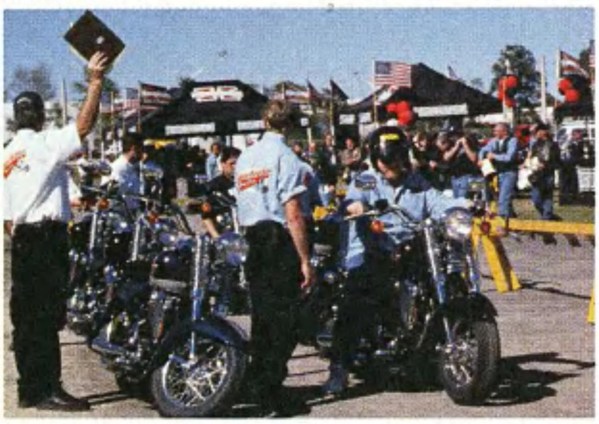
Easynews

If it's of interest to bikers, we'll print it.

headline story of the month — *A New "EXperience"*

Ridin' a Super-X in Daytona

A one-of-a-kind rumble was heard at Daytona Bike Week this year. You would have had to have been deaf and blind to miss Excelsior-Henderson's media blitz. Airplanes flew over the beach sporting E-H mottos, street flags and banners proclaimed their coming, the company's traveling heritage show "The EXperience" drew crowds right next door to Harley's Expo at the Ocean Center, and a massive kick-off parade through the streets of Daytona lead to the first ever Super X demo rides over at the Speedway.



Photos: from Excelsior-Henderson

Reactions from the over 1,200 demo riders were eXtremely positive, with kudos for the bike's impressive power and good handling. Check out a bit of the Super X parade and demo rides in Easyriders Video 40, Daytona Special, and be sure to saddle up a Super X (or "mount a revolution" as the folks at E-H say) at Laconia this year, July 14-19, Sturgis, August 9-14, and Biketoberfest, October 21-23.

special event — *Charity Ride*

The Big Easy

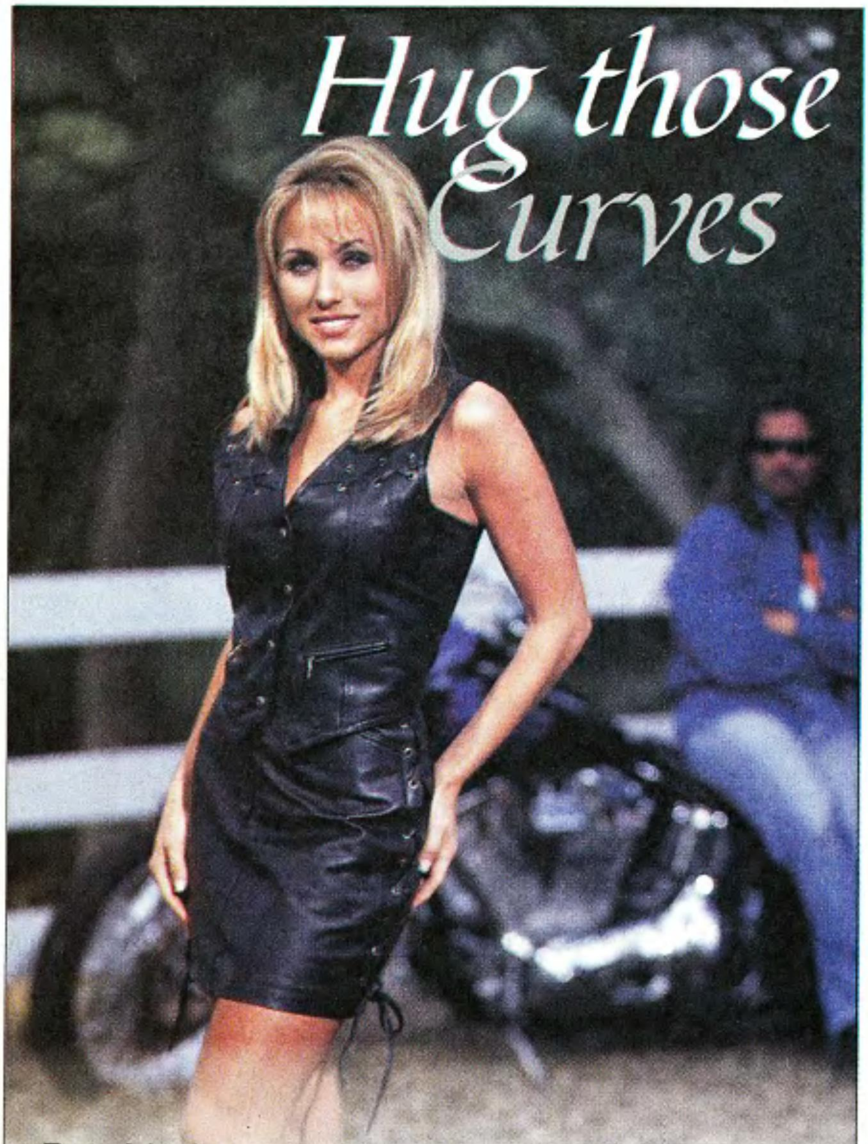
What better way to celebrate the 30th anniversary of the film *Easy Rider* than to retrace the most famous ride of all time in the tire marks of Captain America and Billy from Los Angeles to New Orleans. The Big Easy is a charity ride benefiting Children's Charities, presented by The Big Easy Foundation. The adventure begins on October 9 (out of L.A.) and ends with a three-day blowout in New Orleans, October 15-17. On Friday, October 15, The Big Easy will host a Blues welcome party in the French Quarter. Saturday will see a cajun-style pig roast with Zydeco music at a classic Southern plantation along the Mississippi. Sunday will feature a 35-mile ride down the famous River Road, where the Captain and Billy met their maker, and will end up at the party of the century, an all-day concert, trade show, Cajun eats, and more. For more information contact The Big Easy Foundation, P.O. Box 15785, New Orleans, LA 70175, (504) 566-RIDE, www.thebigeasyride.org.

of special interest — *Weird World*

Ultra Cycles now available at Costco

File this one under: "Is this a weird world or what?" Bikers Dream, Inc. (NASDAQ: BIKR), recently announced that they have reached a distribution agreement to place their Ultra Cycles brand of American-made cruisers in (believe it or not) Costco. We sent our ace reporter and expert on Costco down to check out this story.

Well, we didn't see the bikes there yet. With 200 Costco stores here in the U.S. and 70 such mega stores overseas, the bikes are currently being test-marketed in select stores, initially in the Northwestern states. If successful, you'll see those nasty asphalt eaters at a Costco near you ... right next to the five-year supply of mayonnaise.



Two of the fastest attention getters in motorcycle fashion. Light yet durable, this supple black leather vest "snaps" to add just the right amount of power and style. Wear it with anything or add some extra performance with the five pocket skirt with lace up sides. Both are available in sizes SM-XL. 5541 Vest $89.00* and 7616 Skirt $99.00*.

* Shipping additional. California residents add 8.25% tax.

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20th Annual Fight for Sight

Riders from all across Canada are proud to be a part of the 20th Annual Ride for Sight, and rightly so. This is the largest bike event in Canada and one of the biggest motorcycle charity events in the world. One hundred-percent of the donations raised for this run goes to fund Canadian eye research. This special 20th Anniversary event takes place June 18-20 at the Great Northern Exhibition Fairgrounds near Wasaga Beach in Collingwood. Just a 90-minute ride north of Toronto, the area is known for some of the most scenic roads in Canada. For information or to volunteer, call the National Event Manager for Fight for Sight at (800) 461-3331.

industry news

Evo goes 400,000 miles

David Willet of High Point, N.C., is one leather butt. His 1987 Harley Tour Glide has logged an honest 416,000 miles on its original Evolution engine. "Old Charly," as Willet calls his prized putt has the most mileage ever documented on an H-D Evo motor, and David has all the service records to prove it. H-D plans to conduct a study on Old Charly's engine and after the study is complete, Harley will display the bike in the tour center at its engine manufacturing facility on Capital Drive in Wauwatosa, Wisconsin.

"There are more than one million Evolution engines in existence and Old Charly demonstrates how much life an Evolution engine has," says Ken Sutton, Harley's V.P. and General Manager of Powertrain Operations. So faithful Old Charly gets put out to pasture and is honored at H-D, but what's in it for David Willet? Try a brand-new 1999 Electra Glide Ultra Classic! In fact, Ken Sutton himself took Old Charly back to Milwaukee on April 21 after handing David the keys to his new scoot.

"I hate to let Old Charly go," David says. "But I'm honored that Harley-Davidson wants to do this study and put him on display." If you visit the plant and see this faithful steed, tell him he's a good horse.

Look for the full-blown story in an upcoming issue.

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Ride for all ya got

Last night I stumbled off a plane in Los Angeles into the pouring rain. This is supposed to be sunny California. Hell, I had just left the tornado-torn city of Wichita, yet the weather was perfect at the Big Dog plant only a block from old town Wichita. This was a dream weekend for a biker, even one of my lowly stature. Plants such as the Big Dog family of builders is like an acid trip for a biker. You wake up suddenly from a deep trance only to find yourself in a wonderful old brick building surrounded by elves building custom motorcycles. Everywhere you turn the candy store of chrome and metalflake is packed with whistling, contented bikers putting new customs together. Watch for more on the Big Dog dreamworks in future issues. Now here's the news.... I hate to start on a downer, but rumor has it that a new form of **street gang initiation** is to swab a mixture of LSD and Strychnine onto the push buttons of pay phones. Apparently, this mixture of heaven and hell has knocked off a couple of unsuspecting folks on the East Coast. Keep your do-rag handy...Quick, some upbeat vibes. Florida bikers are one step closer to a **helmet law repeal.** Imagine Bike Week without helmets—as it should be. The Florida House Committee approved a bill to allow riders over 21 to ride without a helmet. The bill requires that any rider without a helmet carry a minimum of $10,000 of personal injury insurance. We'll keep you posted...For the first time ever, the attendees of the bash on the beach in Daytona had the opportunity to experience a Super X Excelsior-Henderson motorcycle by straddling it out for a demo ride. Reactions from more than **1,200 demo riders** were overwhelming positive. So the world of riders is beginning to feel and touch the new Super X. Don't miss the chance at the next major event you attend...A central New Jersey man was arrested by federal and state officials and charged with originating the **e-mail virus** known as Melissa. Smith originated the virus, which caused worldwide e-mail disruption, from his apartment in Aberdeen. O.K., so what the hell does

this have to do with bike? Well, the culprit said the virus was named after a topless dancer from Florida, where Smith used to live. I know I'm reaching...And for the new law of the month we roll across the Pacific to the Philippines. Joseph Estrada has banned politicians from using sirens while driving through the streets, saying no one should flaunt their power. Those covered by the ban are also prohibited from using **"blinkers"** in their cars and employing motorcycle policemen as escorts. Estrada says the country's five top officials, including himself, are exempt from his own order...On the new product front, two Harley-riding businessmen outta Colorado, Adam Marx and Rick Archer, have produced a custom motorcycle design CD-ROM called Virtual Iron Designer 1.0. The software enables you to **design the bike of your dreams**—from frame to paint. You can even order the parts for your fantasy custom on-line. Have you heard of **T.P. Engineering?** If you haven't they construct a proprietary line of all new V-twins, transmissions, and components at their state-of-the-art facility in Danbury, Connecticut. If you aren't aware of these guys, you will be in the near future. A wildly enthusiastic ad head, John Siebenthaler, has taken over their account. John will do a helluva job for them; but you'll ultimately be more impressed with what they do for their customers, building 88 to 113 inch engines with a very different look than stock. Even Big Dog is looking hard at the performance and reliability of these motors...If you own a new 88-inch Twin Cam, there is **a factory recall** in effect for bikes manufactured through September 27, 1998, for new cam-drive sprocket holding bolts. Check it out...And now for the rumor factory regarding an entry-level bike from Harley-Davidson. It's based on the **Buell configuration** with a Sportster engine sans the rear cylinder, which will produce 40-42 horsepower at the rear wheel. The scoot will retail for around $3,999. Too bad it's not a cruiser configuration...And with that, I was distracted by her form passing my garage door, and knew instantly it was time to fire up my Street Stalker and whisk her into the night. Ride forever.

—K. Randall Ball

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Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado
John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami
Easyriders Ft. Meyers, 4601 Fowler St., Ft. Meyers

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough

Illinois
Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames
American Attitude, Inc., 406 Hwy. 34, Batavia

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
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Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine
Easyriders Minneapolis, 904 19th Ave. South, Minneapolis

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin

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Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Easyriders of Reno, 335 Kietzke Ln., Reno

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Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque

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Evo Cycle, 125 Middle Country Rd., Coram
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Zack's V-Twin Cycles, 593 Violet, Hyde Park

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South Carolina
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Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston
Gasoline Alley, 3211 Kemp, Wichita Falls

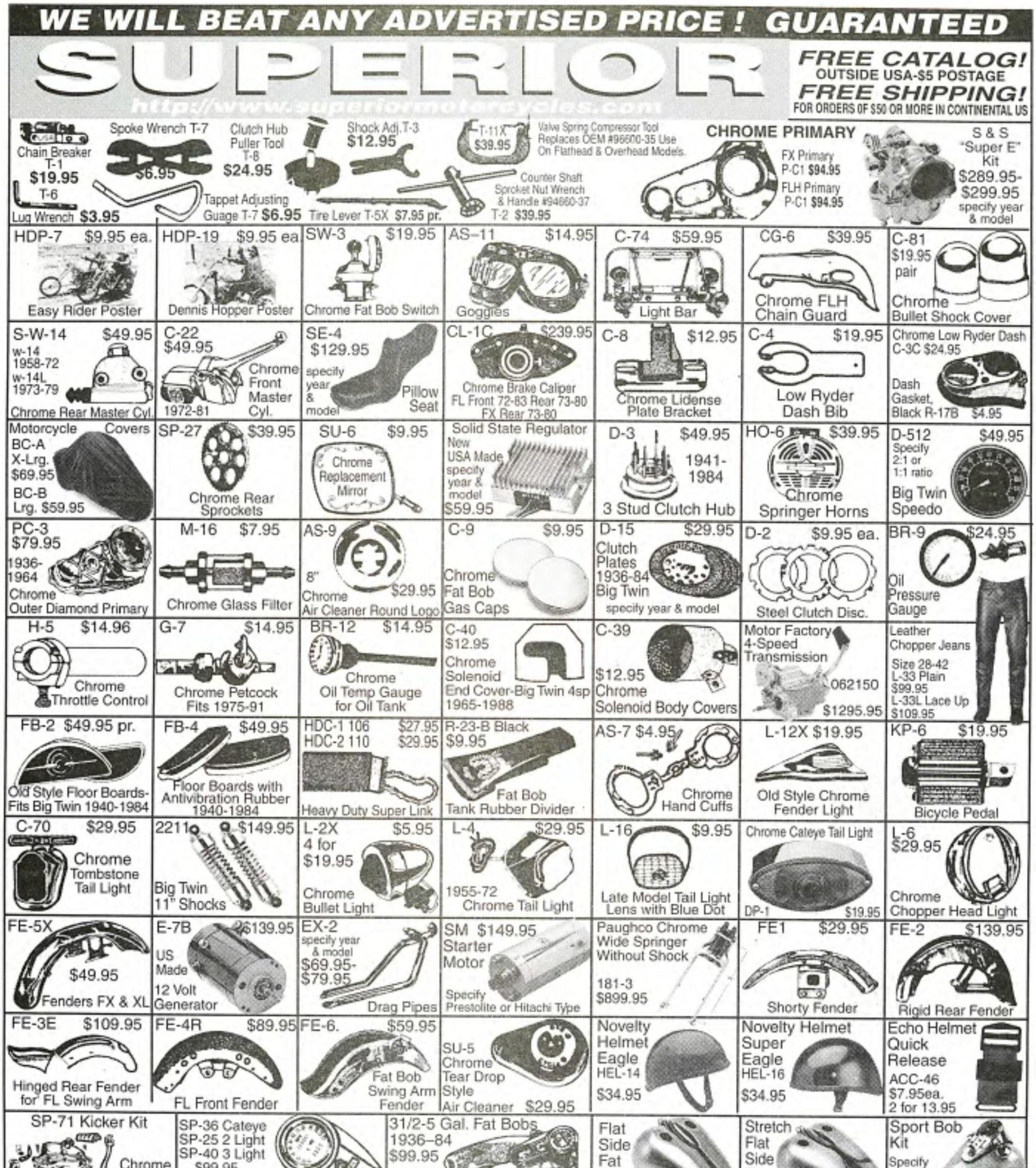
Utah
Easyriders Salt Lake City, 1716 South State St., Salt Lake City

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Departure Bike Works, 5216 Hull St., Richmond

Washington
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay
Milwaukee Bike Works 10700 W. Parnell Ave., Hales Corners

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.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H-5 $14.96 Chrome Throttle Control
G-7 $14.95 Chrome Petcock Fits 1975-91
BR-12 $14.95 Chrome Oil Temp Gauge for Oil Tank
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C-39 $12.95 Chrome Solenoid Body Covers
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FB-4 $49.95 Floor Boards with Antivibration Rubber 1940-1984
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R-23-B Black $9.95 Fat Bob Tank Rubber Divider
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2211 $149.95 Big Twin 11" Shocks
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equal rides

Women on two-wheels at Sturgis museum

A new section displaying the contributions women have made to motorcycling will become a permanent addition to the National Museum and Hall of Fame in Sturgis, South Dakota.

Still in its initial stages, the Museum hopes to collect, through loans or donations, photographs of women riders. This will be followed up by film footage, video coverage, and written historical documentation. Eventually, the Museum plans to develop a complete listing of women's organizations and a women's motorcycle publication archives. Clothing and other types of memorabilia will follow.

Interested individuals should contact Museum Director Pepper Massey-Swan, c/o National Museum & Hall of Fame, 1650 Lazelle St., P.O. Box 602, Sturgis, SD 57785, (605) 347-4875, or Dee Modglin at (415) 826-3598, e-mail: femmegear@earthlink.net.

events update

Custer Cruisin' Classic

The City of Custer, South Dakota, recently announced it has signed a long-term agreement with Custer Cruisin' Corporation to manage and promote a new rally event in Custer to be known as the Custer Cruisin' Classic.

The Custer Cruisin' Classic will run annually, coinciding with the rally in Sturgis, this year running August 9-15 (see the guide on page 52). The intent of this event is to capitalize on the existing motorcycle traffic that already is present in Custer. As Custer is the crossroads for access to Custer State Park, Jewel and Wind Caves, Crazy Horse and traffic to the Black Hills from the South, Southeast and Southwest, Custer Cruisin' Classic will offer the motorcycle enthusiast a quieter, family atmosphere.

For vendor and additional information contact Custer Cruisin' Classic at (715) 234-3336, (888) BIG-BIKE, e-mail: classic@bigbikeparts.com.

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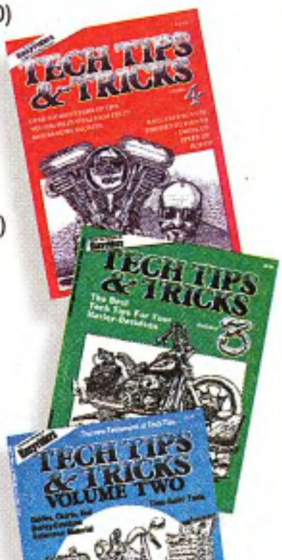

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News from around the bikin' world

world news
Two-Wheeled Tidbits

Nevada: There's a bill in Nevada's Senate that will make it legal to "immobilize" a vehicle up to 30 days if the driver blows a .10 BAC or a blood test indicating substance abuse, all without trail or arrest. This should go off real well with Nevada's tourism business.

New York City: A new ordinance allows confiscation of property (i.e. your bike or car) if there's just suspicion of unlawful activity or DUI (Driving Under the Influence). The suburban counties of Nassau and Suffolk have also jumped on the bandwagon. All this can be done without conviction! What's happened to the Fourth Amendment? It's not just mandated helmet laws, folks. We're all losing our freedoms at an alarming rate and we'd better put a stop to it.

New Jersey: Governor Christine Todd Whitman fired the State Superintendent of Police after a report quoted him linking certain minorities with drug trafficking. Col. Carl Williams refused to recognize racist policies and the targeting of minority groups, including motorcyclists, for traffic stops by the State Police. Governor Whitman said these policies would not be allowed to continue. The Associated Press reported that the Justice Department's Civil Rights Division has had the New Jersey State Police under investigation for two years. Justice has been served.

Illinois: The House Judiciary Committee rejected the efforts of motorcyclists by voting 4-2 against the bill that would have made it illegal to discriminate against bikers. The lobbyist saw no obvious opposition to the bill, but suspected some with "philosophical opposition" to the idea. Is this bias or what?

—Gunny, Oregon AIM Chief of Staff

The Steel Horse Band

of special interest
Biker Music

The Steel Horse Band is the culmination of two years of planning by a group of professional musicians who, for the most part, met each other for the first time on stage. A few seasons back, band member Randy Bryant's sister, Robin, asked if he'd be interested in playing a benefit for children orphaned through losing their parents in motorcycle accidents. His sister's lifelong involvement in the ABATE/CMRO of Ohio and the national ABATE organizations, not to mention the undeniably great cause involved, prompted Randy to immediately round up some solid musicians for what was originally a one-of-a-kind show to help these kids out and to have a good time.

The experience of that show was the genesis of what is now The Steel Horse Band. The people, the atmosphere, and the enthusiasm of that show left the crowd and the band wanting more. A rock 'n' roll band was born!

Photo: Dave Trebing

Well into the following year, they reassembled for the Freedom Rally '98, Ohio's largest ABATE/CMRO party. After that performance, they began rehearsals in earnest to prepare for the '99 season of events, such as nightclubs, parties and festivals. Writing and recording for a CD release has also started and the demos are getting a great response.

The Steel Horse Band is a group of seasoned professionals playing kick-ass, biker-style rock 'n' roll. They're full time, committed, road tested, will travel anywhere, and would love to provide some mind blowin' entertainment for your next event. For bookings and info call (216) 459-9725.

investment news

Two-Wheeled Investor

The following is for information purposes and should not be considered a solicitation to buy or sell any security. Neither Easyriders, Inc., nor any other party guarantees its accuracy or makes warranties regarding results from its usage.

Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKER'S DREAM	1997	2 29/32	05/18/99	9.21 - 2.50
EZR	EASYRIDERS, INC.	1998	1 3/8	05/18/99	4:25 - 1.12
BIGX	EXCELSIOR-HENDERSON	1996	6 1/2	05/18/99	11.00 - 5.25
HDI	HARLEY-DAVIDSON	1986	54 1/2	05/18/99	64.06 - 26.12
PII	POLARIS/VICTORY	1996	38 1/4	05/18/99	39.93 - 24.00
TMOT	TITAN MOTORCYCLES	1998	4 1/8	05/18/99	5.25 - 3.50

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MOTORCYCLE HISTORY 101.

In the early 1900s, there were over 250 different makes of American motorcycles rumbling across the country. While most of those brands have long since faded from glory, the name of Excelsior-Henderson

Winners of the 1913 Portland-Seattle Endurance Run.

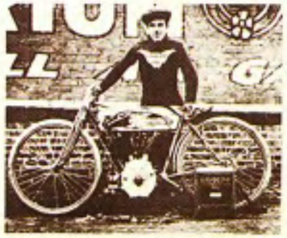
The 1999 Excelsior-Henderson Super X is roaring back with a vengeance.

A TRUE AMERICAN SPIRIT IS REBORN.

In designing a new motorcycle, you couldn't ask for better inspiration than the original Super X. Introduced in 1925 as the first American 45ci twin, it launched a whole new category of cruisers. With its sleek, flowing lines, unmatched its own. Because we're far too driven to rest on our laurels.

A CHIP OFF THE OLD ENGINE BLOCK.

If definitive styling is the soul of an Excelsior-Henderson motorcycle, a groundbreaking engine is its heart. Our all-new 50° X-Twin powerplant springs from a proud lineage of



In 1912, Lee Humiston broke the 100 mph barrier on an Excelsior X.

We've been at rallies all over the U.S. to tell fellow bikers about our comeback and talk

Co-Founders Dave, Jennie and Dan Hanlon pulled over for a photo after leading the '98 Sturgis parade.

about our progress. Now we're proud to offer demo rides at these 1999 events:

Daytona	*Feb. 26–Mar. 7*
Laughlin	*April 22–25*
Belle Plaine, MN (Excelsior-Henderson Annual Mtg.)	*June 5*
Laconia	*June 13–20*
Sturgis	*August 9–15*
Biketoberfest	*Oct. 21–24*

TAKE HISTORY FOR A RIDE.

You don't have to go that far to experience a Super X. Just head to your Excelsior-Henderson dealer.

still blazes in the hearts of thousands of riders and collectors. And with good reason. As one of the "Big 3" manufacturers, Excelsior-Henderson set the

Lindbergh got the urge to fly from his "Big X" (shown at Ford museum).

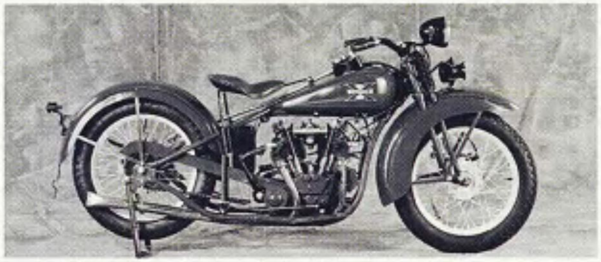
standard for what makes a truly great motorcycle. From traffic-stopping styling to innovative engineering to flat-out performance. Excelsior-Henderson machines were of such high-caliber they were owned by the likes of Charles Lindbergh and Henry Ford. They were also the choice of law enforcement across the country. After a long line of record-setting motorcycles, the company introduced its best ever—the Super X.

quality and powerful X-Twin™ engine, the Super X was truly in a class by itself.

One glance at the 1999 Super X and you'll see how the spirit of the original lives on. You'll see it in the gleaming forks that punch right through the full valanced fender—a signature Super X feature. It's there in the way the instruments top off a teardrop tank so gracefully curved, it could make a grown man cry. It's there in the low-slung saddle and lustrous two-tone paint. We carried these classic cruiser trademarks forward, forging them into a modern-day machine with a look, sound and attitude all

Built from the ground up, our X-Twin blazes new trails even before you fire it up.

sophisticated engines that raised standards for the entire industry. With four valves and dual overhead cams per cylinder, plus closed loop fuel injection, it's packed with as much American ingenuity as 85 cubic inches will hold. Rev it up and you'll hear its distinctive snarl. Throw



The 1929 Super X defined cruiser styling and inspired our new design.

your leg over the saddle and you'll join a legion of legendary Excelsior-Henderson riders.

FIRE IN THEIR GUTS.

Excelsior-Henderson riders had a burning desire to go faster and farther than anyone before. Men like Lee Humiston, first to break 100 mph. Or Carl Clancy, first to circle the globe. Wells Bennett broke the grueling Three-Flag record (Canada to Mexico) eight times, the cross-country record twice and the 24-hour solo record. Even racing great Joe Petrali earned his fame on Excelsior machines.

STILL BURNING.

The passion for riding still burns at Excelsior-Henderson. We're a grassroots company of die-hard bikers. Our historic nameplate is not something we take lightly. We've gone all out to make sure our motorcycles, accessories and riding gear are fit to be emblazoned with the legendary red "X."

Bikers at Sturgis have welcomed back the Super X as a long-lost brother.

We handpicked our dealerships from the best in America. They have earned a reputation for outstanding value and service. And they share your zeal for life on two wheels. So stop in today and ride the next chapter in motorcycle history.

Accessories with superior fit and finish evoke the glory days of cruising.

MAKE UP FOR LOST TIME.

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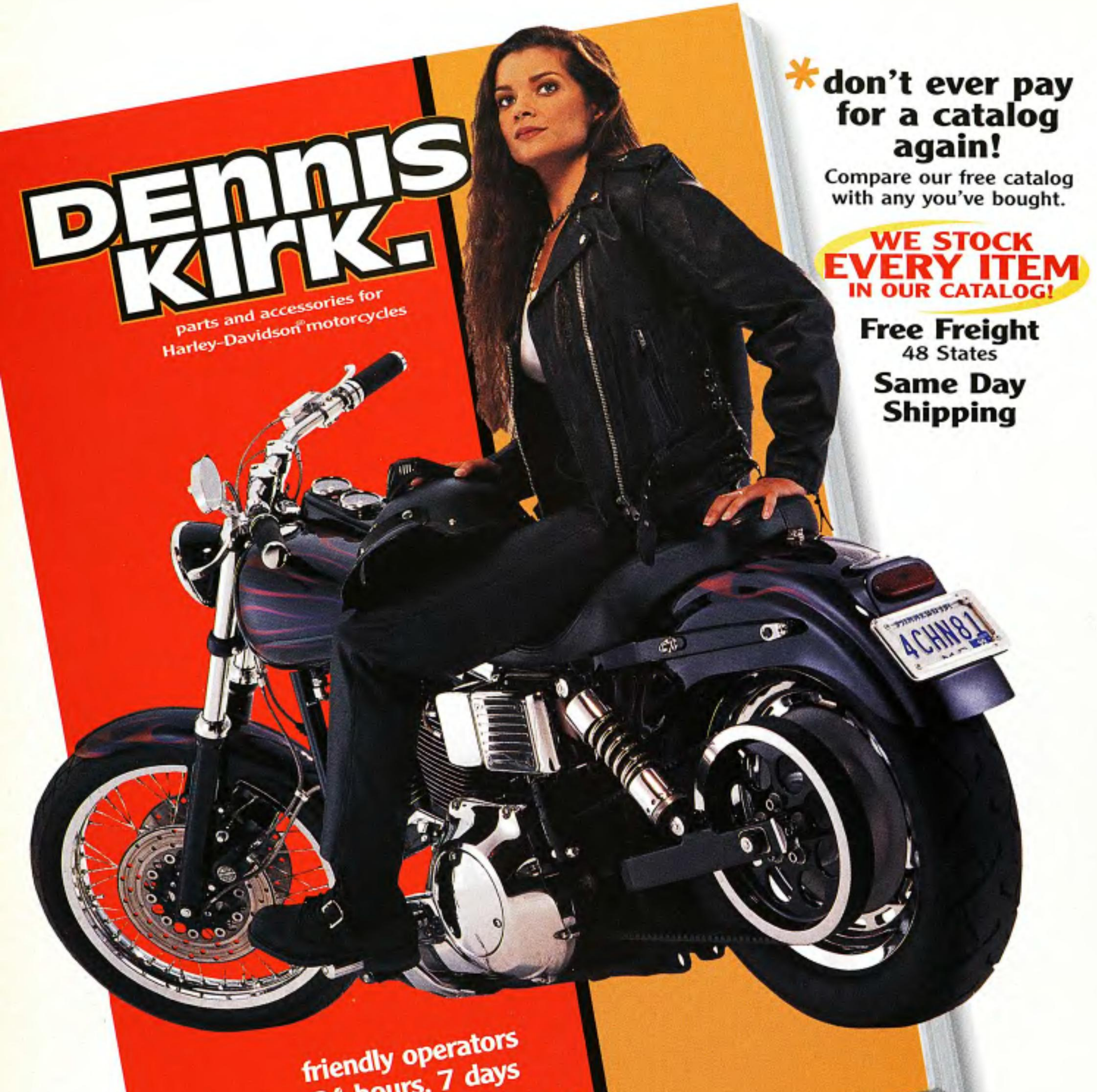

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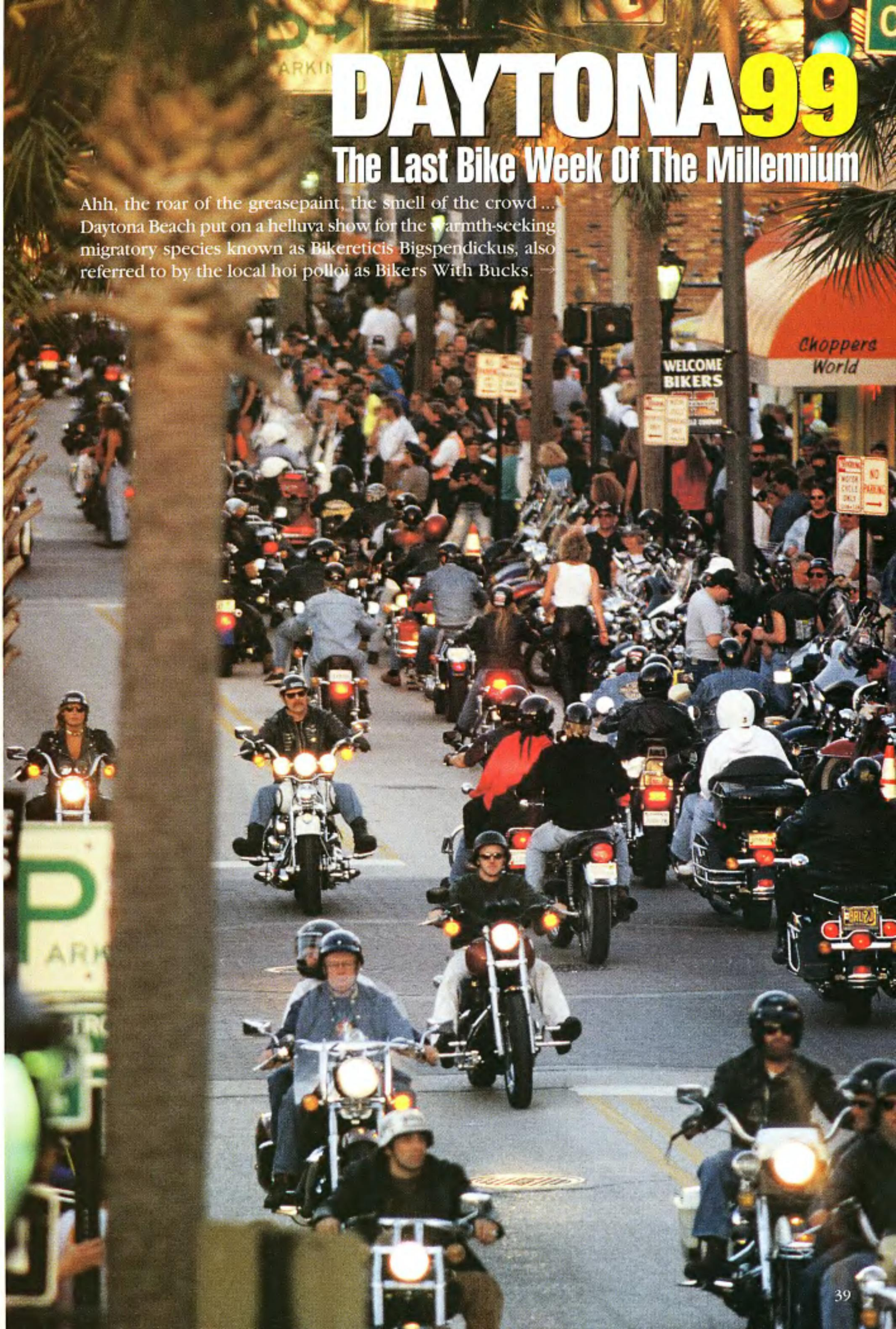
Ahh, the roar of the greasepaint, the smell of the crowd ... Daytona Beach put on a helluva show for the warmth-seeking migratory species known as Bikereticis Bigspendickus, also referred to by the local hoi polloi as Bikers With Bucks. →



Yep, as long as you've got a fat wallet, the Daytona Beach Chamber of Commence and the many hotel, restaurant, and shop owners involved in this 58th running of Bike Week were happy to have you come on down, drop off yer dough, and get the hell out of town. Is that a bit harsh for an opening to this piece? Simply ask anyone who made it to Bike Week this year and you probably won't think so. After all, when the dust settled and the roar of straight pipes faded from these pristine shores, the coffers of Daytona were over $250 million richer (making Bike Week the biggest money raiser by far each year for Daytona Beach). But enough sniveling about the price gouging that ran rampant during this week in the Sunshine State. The bottom line is always: Did we party? Did we do burnouts in the street? Many longtime visitors to Bike Week told us that they thought numbers were down this year but all of the vendors said numbers were up. This may have been because biker-oriented events

were spread out from Orlando, to Ormond Beach, down to Edgewater and all stops in between. So while the crowds weren't as jammed on Main Street as in years past (Could they have been turned off by the $6 drinks?), riders were off enjoying the gorgeous weather and the many other draws to Bike Week.

One such enticement was the action over on Beach Street. A quick putt from hotel row on A1A across the Main Street bridge heading east brought you to this two-wheeled paradise. From Biker's Dream and Carl's Speed Shop, bikes filled every parking spot all the way down past Daytona H-D and over to the mega Camel Roadhouse across the street, which hosted live bands all week. Right next to the Roadhouse was the massive Easyriders Pavilion, home to a myriad of aftermarket companies and American bike manufacturers such as American Ironhorse, Titan, Indian/CMC, Big Dog, Confederate, Victory, and more. Easyriders Pavilion hosted Master Builders Row where eager event-goers could rub elbows with such bike building gods as Arlen and Cory Ness, Ron Simms, Dave Perewitz, Cyril Huze, Randy Simpson, Eddie Trotta, Rick Doss, and Donnie Smith. If that wasn't enough to inspire you, helicopter rides offered the ultimate view of Bike Week from the air.

OK, we know what you really want to know ... where were all the naked chicks? Well, our intrepid crew sought out every nook and cranny, finding more than our fair share of crabs and other multi-legged creatures, as well as a slew of biker babes. All you had to do was turn over the tents at the Crazyhorse, KOA, or →

Moonshine Campgrounds and all kinds of things slithered out and blinked blindly at the endless sunshine. One wild biker chick over at the Jackson Hole Saloon decided to go rock climbing wearing only chaps ... and lemme tell ya, the view was fine. But if you had a hankerin' for wet T-shirt contests and things like the Miss Bare Chaps Contest, the First Turn Bar & Grill was a gas. Natch, you can't say you went to Daytona without meanderin' over to The Cabbage Patch for the (stinky) coleslaw wrestlin' competition. The River Deck had some mighty fine lookin' hardbellies doing a little thing called Foxy Boxing, the Teenie Bikini Contest, and more wet T-shirts. Gilly's Pub 44 hosted a buncha great bands as well as ladies arm wrestling and yes ... yes, even more wet T-shirt contests.

A trip to Froggy's was worth the crowds to see the crowning of the Miss Froggy's contest and something that has become known as the Frog Off (don't ask). Since bikers are known to love tits and beer, all that tantalizin' flesh sure made us hungry and thirsty. Once away from Main Street, there were good deals on grub and suds. Smiley's Tap and the River Deck hosted all-you-could-eat buffets for 5 bucks. Billy Bob's Roadhouse

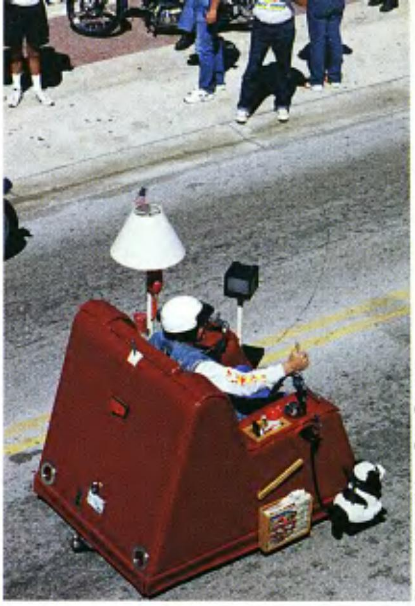
did ya one better and had chow for free!

After a late-night burnout fest over at the Ironhorse, the best early morning cure for the obligatory Daytona hangover is a blast down the beach on your bike and then a brisk ride over to the Speedway to check out the demo rides. This year all the off-shore manufacturers let you throw a leg over their new stable of thoroughbreds as did Harley-Davidson, Buell, Victory, and a first was the parade and demos over at Excelsior-Henderson. The E-H media blitz was workin' overtime this year with banners everywhere, planes in the air, demo rides, and their Excelsior-Henderson EXperience over at the Peabody Auditorium next to the Harley Expo and indoor show at the Ocean Center Arena. While you were there it was fun to walk next door and ogle the custom creations at the Rat's Hole Bike Show at Water Park (cool setting).

Favorite memories at Bike Week this year? Well, for this reporter there was the view from our condo hot tub, judging the Harley-Davidson Tattoo Contest, riding around the track of the world-famous Daytona Speedway, and heading down south to JB's Fish Camp with the *VQ* Bikers Ball riders for a genuine clam bake (for more on the *VQ* Bikers Ball see the article in *VQ* #28, on sale July 15). Then there was sippin' a tropical drink and watching Titan's free Edgar Winter concert down at the oceanside bandshell, yuckin' it up with friends at the Lighthouse Restaurant, which looks like it was built by the shipwrecked crew of *Gilligan's Island*, and watching Harley's VR-1000 roar around the track on race day. Easyriders wishes our best to Harley team racer Scott Russell, who is on the mend from injuries sustained at a local nightclub. We sure missed seeing you on the track. (See the racing story on page 50.)

If you're getting the idea that there were a lot more wild shenanigans that went down during Bike Week than I'm tellin' ya—well, you'd be absolutely

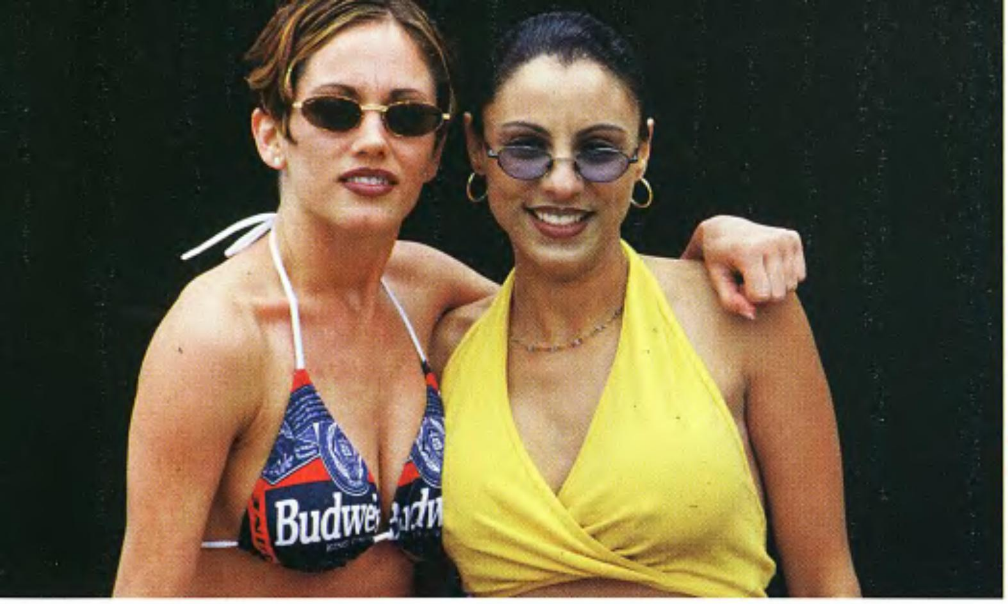
Branscombe Richmond, takin' in the Daytona scenery.

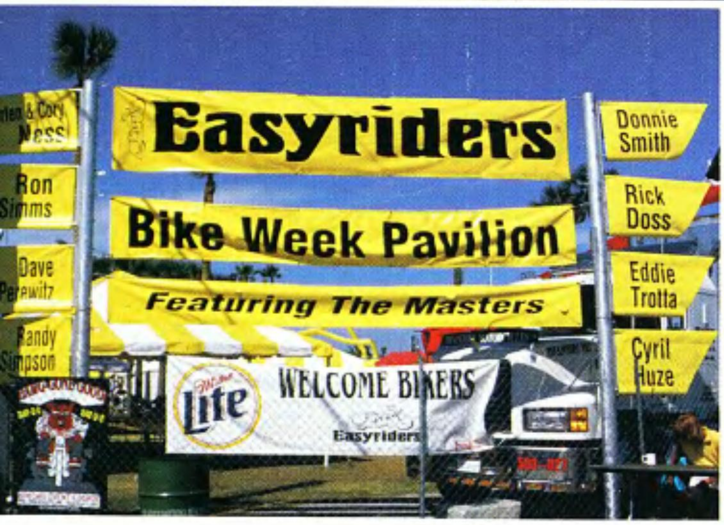


Photos: Mike Lichter, Pam Proctor

right. For the full, no-holds-barred story of all-out Daytona depravity, see our sizzlin' Daytona coverage in *In The Wind* #95 (on sale now). We've also dedicated our Wind Shots in this issue of *Easyriders* to Daytona (see pages 71-76). One final plug and I'll shut up. For all the pulse-pounding, in-your-face excitement of Daytona '99, grab a copy of Easyriders Video #40. OK, enough shameless self-promotion, the road is calling.

—Dave Nichols

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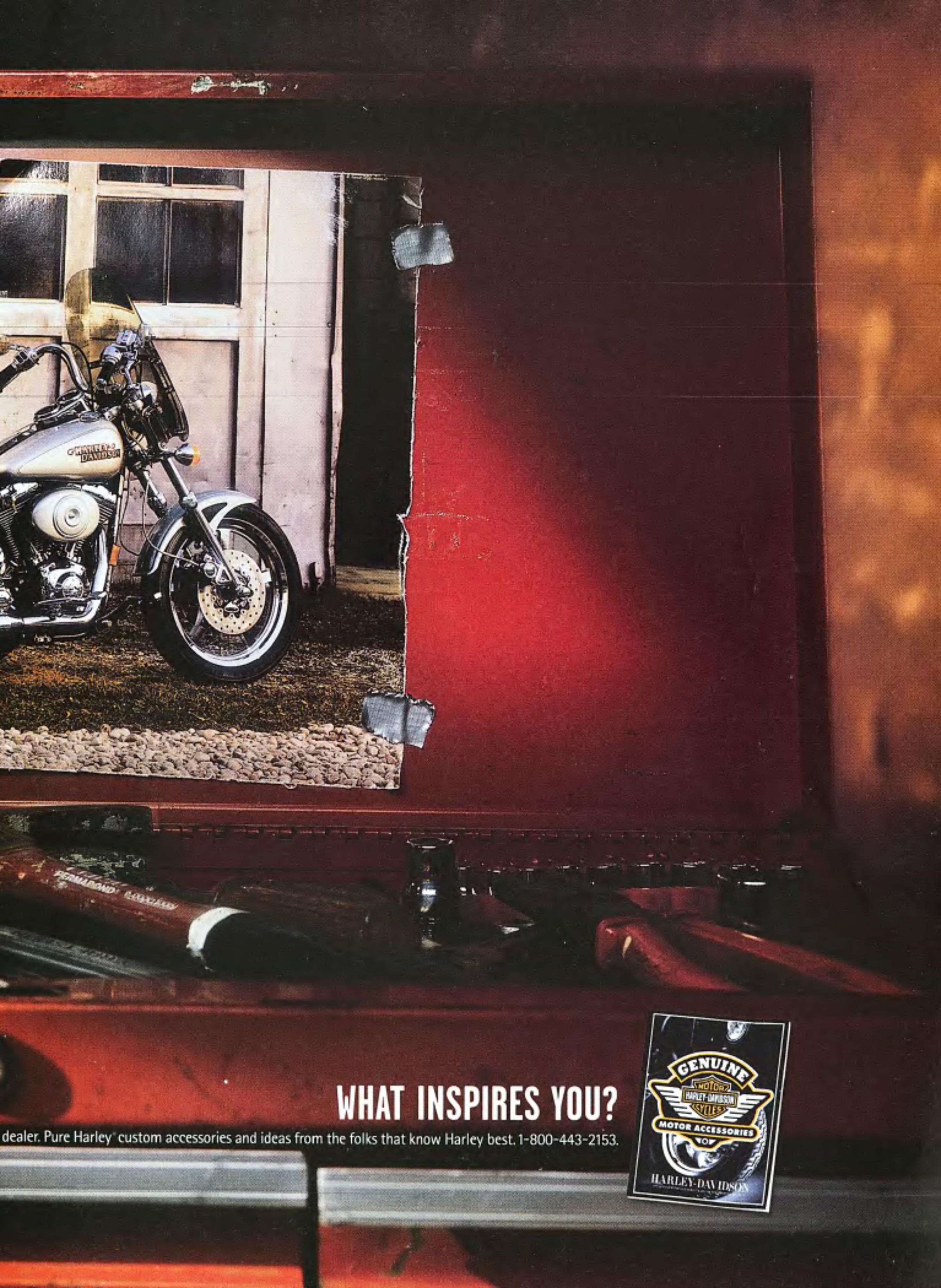
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TalkingTech

LETTER LUNACY

I'm trying to buy parts to build a bike but am having some trouble. In most parts books they want to know if I have an EL, FL, FLH, and the list goes on to about 65 different damn letter sets so far. Why can't people keep shit simple? Like, "I have a '57 Pan." Instead now they want to hear, "I got a '62 FLXR," or whatever. Now my stupid question: What do all those letter sets represent, and how do I know what parts to order to build my bike? So far all I've gotten is my frame, forks, and fatbobs.

Severely Brain Fried
Woodville, Texas

These letter groups are identifiers for the various models that the factory produces. Initially they are quite intimidating, but once you get to know them, they become a little more friendly. Basically, the catalogs are trying to find out which type of bike you have because many models have different length forks, footboards vs. footpegs, small or large fuel tanks, and many other options that are specific to certain models. Talking with a mechanic at a good shop or even a local dealer usually is enough to help get you in the right direction. This stuff isn't rocket science, but sometimes a bit of helpful advice will help steer you through the part numbers. Good luck.

KICKER QUESTION

About this new 6-speed tranny. Most folks enjoy the electric start, but once in a while it comes to the old reliable kickstart, or else push the bitch. Well, I like to kick her. Is this 6-speed tranny able to take a kicker kit or what?

Delon Neece
Woodville, Texas

Currently, both the Baker and the Custom Chrome 6-speed trannys are not available with kickers. Advances in batteries and starters in today's market make kickers damn near unnecessary, but I understand that kickers are still in demand. It is possible that in the future kickers may be available for these gearboxes, but at this time they are not.

LIVING WITH UNLEADED

I'd like to bring my '46 U into the "unleaded" age. That's all. Don't need to be cool or fast. Just want to be able to fill up anywhere. Any different principles involved for a side-valve? How 'bout differences as to iron or aluminum heads?

Papaw
Indianapolis, Indiana

I checked with a friend of mine who sets up my cylinder heads, and after some thought, he passed on a few pointers. First off, he said that since those engines had such minimal compression, any rework would not really be necessary. In the earlier days of unleaded, modifications were more commonplace, like hardened valve seats, but with the gasoline we have today, even hardened seats are not mandatory for your application. As for iron and aluminum heads, any modifications you would choose for your bike on unleaded fuel would be the same between the two. If you are currently experiencing problems and not just wanting to do some rework for the sake of it, then try the hardened seats. From there you should be fine.

WHO GOT THE HEADS?

It's gotta be out there. I have a '48 Pan/Shovel, '48 bottom end, '66 heads. What I'm looking for are complete aftermarket Pan heads—you know, valves, springs, rocker arms, and keepers assembled. Shovelhead intakes and exhausts are fine, but I just can't find anything assembled. Please help.

Weasel
St. Petersburg, Florida

STD Development has complete heads done any way you like 'em. Contact them at P.O. Box 3583, Chatsworth, CA 91313; (818) 998-8226, (818) 998-0210 fax, stddevelop@earthlink.net, www.stddevelopment.com.

TIRE TREATMENT

Back in June, you did a review on the Pit Bull by Big Dog. The article mentioned the ride would have been better with "a big soft tire." I am getting ready to put together a bar-hopper and want to know what tire and size? Should the air pressure be lower? Thanks in advance for the info.

Jim Smith
Alexandria, Virginia

Well, again, this all depends on how you like to ride, how far, and all that. I have a rigid with an Avon 200 rear tire inflated at 30psi (recommended is 42psi). Since it's a low-profile, there isn't much give in the sidewall, so the lower pressure helps. This in mind, remember, the lower pressure will tend to allow the tire to grow at high speeds. Perhaps you might want to look into Avon's 230-15, a massive street tire with plenty of sidewall for a rigid frame (Santee/Custom Chrome is making a frame for that tire). Metzeler and Dunlop have huge 15-inch tires with big sidewalls for rigid bikes, and even many of the 16-inch tires (not low-profile ones like Avon's 180-16 and 200-16) have plenty of sidewall to provide a smoother ride. I'd suggest the 230-15, the Dunlop K-555, or an Avon 160-16, and consult the manufacturers for recommended tire pressures with your application.

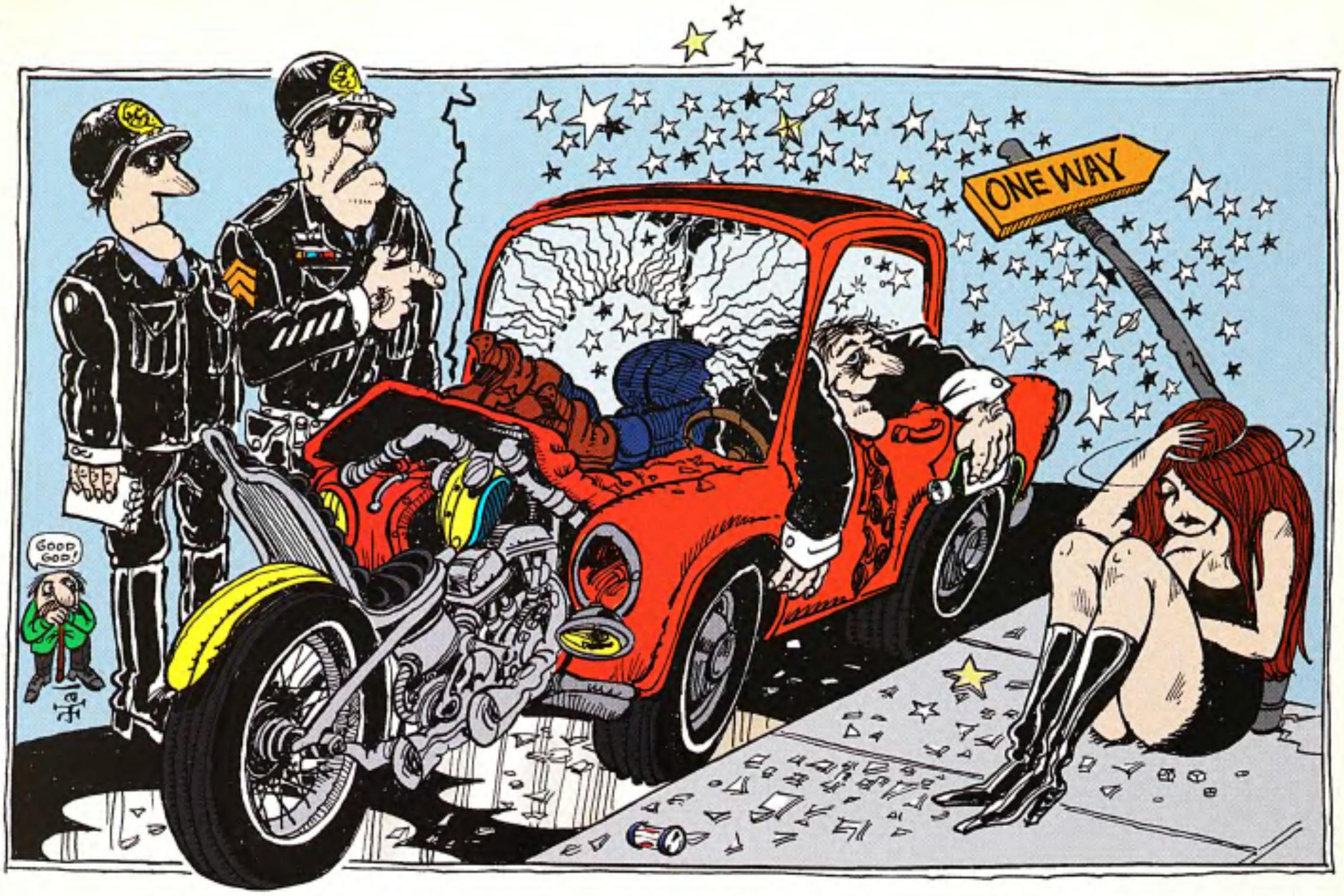
SLED SPECS

I'm looking to design a Harley as a project for my computer drafting class, and I need specs, specs, and more specs. I've never built a bike before, so I'm not sure of what some of the technical aspects of certain terms really mean, such as a frame's rake and trail, etc. By the way, master motor guru, your awesome tech column gets props!

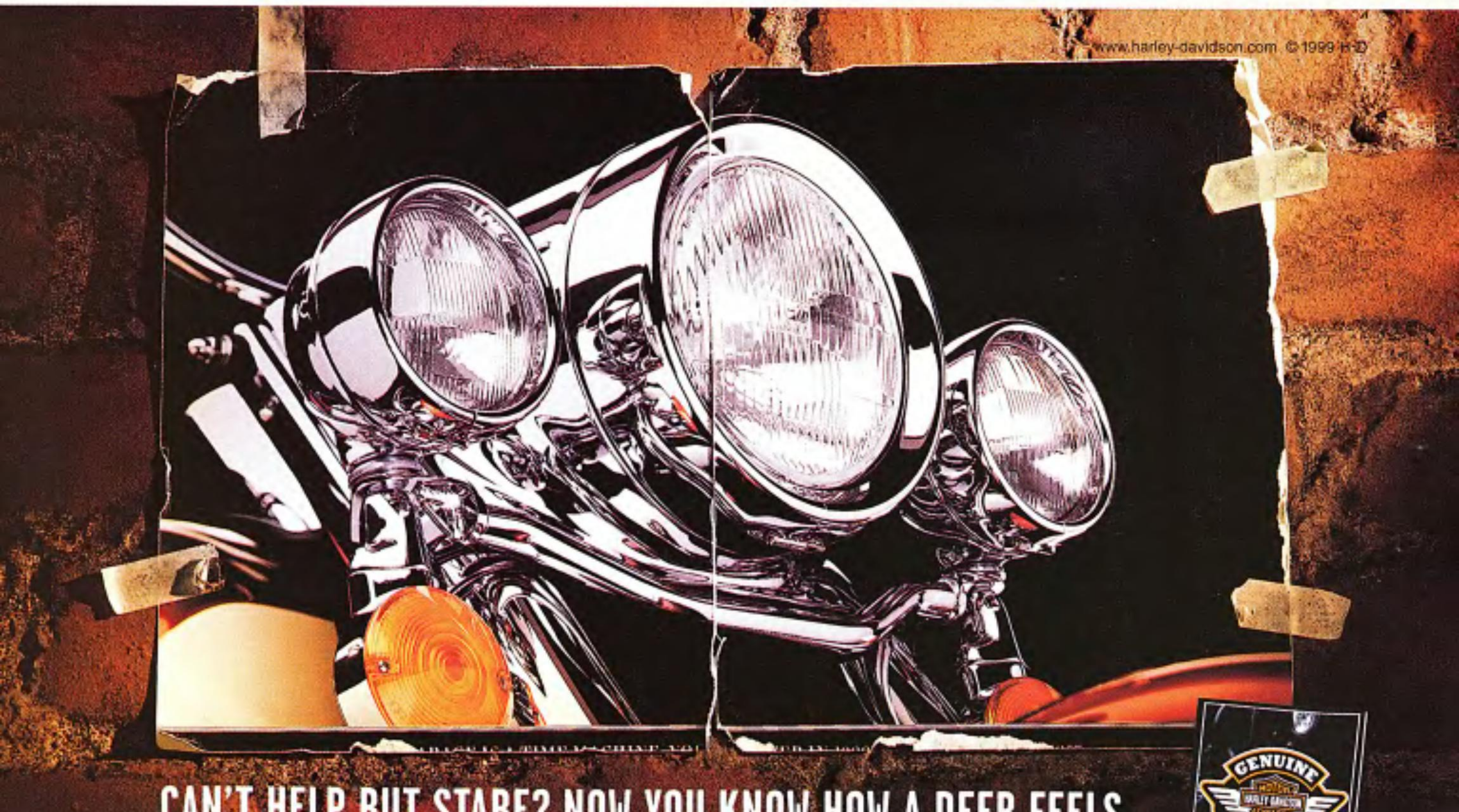
Christopher Crow
Bowling Green, Florida

I'm not too sure if H-D still sells the manuals for their older bikes with the frame dimensions in them, but I have a couple of H-D shop manuals from the '70s that show detailed dimensions of the frame for FX models. Although that data was included mostly for frame straightening, detailed frame drawings with dimensions don't show up in manuals on the newer bikes. The one manual I have that would help you out is for 1978 Electra Glide and Super Glide models, and is H-D part number 99482-78E. If you want to design a frame, that book has all of the dimensions for ya.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



"Arrest the biker for illegal breaking-and-entering, then cite the girlfriend for leaving the scene of an accident."



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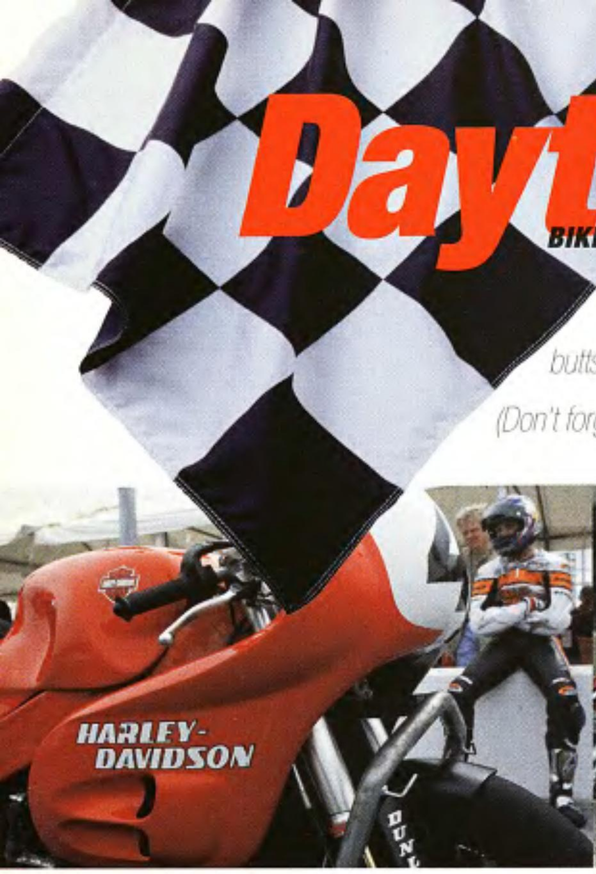
Daytona Races

BIKE WEEK'S BIGGEST RACING STORY CAME FROM MAIN STREET?

*Well, are you **happy now?** For years I've been trying to move your putt butts out to Speedway Boulevard to catch the **action at the racetrack.** (Don't forget it was **racing** that got this **Bike Week** thing started in the first place.)*



Short Track race action

And for about as many years you've been telling us race wonks that beer and parties were a way more powerful mixture than race gas and combustion chambers.

This year, you win. For maybe the first time ever, Bike Week's biggest racing news came from your end of town. Problem is, Harley-Davidson's hopes suffered because of it.

The story begins back in December, when Dunlop brought its usual assortment of road racers to Daytona International for the annual tire-testing rituals. Harley's factory VR1000 superbike team stole the show when they introduced their newest rider: none other than "Mr. Daytona" himself, Scott Russell. The racer who'd won five Daytona 200 races (the big Bike Week finale), including the last two in a row, was going to be racing for Harley in 1999! If anybody had a crack at giving Milwaukee its first 200 win in 30 years, Russell was it. The chisel-cut, blond-headed Georgia boy owned this track! Sure, he had lightened The Motor Company's piggy bank by $1.2 million for the year. But, hell, wasn't he the one who baled on the third lap a couple years back, picked it up when he and the bike stopped sliding, got back on, and still won the race going away! I'm tellin' ya, we thought Main Street was going to be a damn ghost town when Mr. Daytona threw a leg over the factory VR.

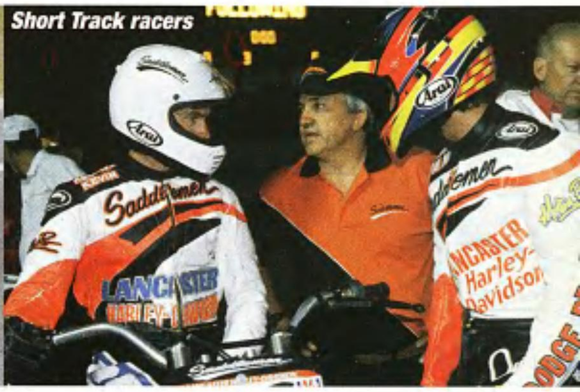
Wrong. More like the opposite happened.

Thursday of Bike Week is the first day of Superbike Qualifying, when they begin sorting out the pecking order

Pascal Picotte

for the 200's starting grid based on who's fastest. Things weren't going that well for Russell. He'd done no better than 15th fastest, seven spots behind his own teammate, Pascal Picotte. He didn't look happy, but he knew he had another shot on Friday. "Basically, that was my back-up bike. It wasn't the good engine we're going to use for the race, it wasn't the fastest stuff we have," he said. "I went out and it felt pretty good. And then Eric [Bostrom, former H-D 883 SuperTwins champion] came out, and I said, 'I'm going to take a run at him.'

Scott Russell



Short Track racers

He was out there but I was catching him in the infield easily and got a decent lap out of that. I went back out and did two laps and then the motor quit. I'm not sure what happened. We're still trying to get that figured out. I can win from anywhere, we know that—I might start from Orlando."

And that was the last we saw of him.

By Friday morning, the rumor mill was already stoked and blazing. The track announcers were doing the painted-on-grin thing, saying he was sick, that a bad cold had him and he was sleeping in the for the day. Yeah, right. And miss qualifying? How stupid do we look? Miguel DuHamel, (who'd been the first Harley factory VR1000 superbike racer) had to be helped on and off his Honda, his leg still so bad from his Loudon crash last June that he walked with a cane! And they're telling the crowd that Russell isn't here because he has a cold!?

On pit row we were hearing a different story. Seems Mr. Russell had gone to the party side of town Thursday night, and sometime in the early-Friday-morning part of the evening he got tagged and dropped, big time. Bad enough to put him in the hospital with a bunch of broken bones in his face.

And so it went until Sunday morning, when an official Harley-Davidson Motor Company news release spelled it out short and sweet: Harley-Davidson announced that Superbike Team rider Scott Russell will not compete in today's Daytona 200 motorcycle race. Russell returned to his home in Georgia to seek medical attention from his personal physician for injuries he sustained in a Daytona Beach nightclub on Thursday night. "I can't believe I'm not out there for the Daytona 200," stated Russell from his home in Conyers, Georgia. "I'm sorry that this happened. I did not provoke it in any way. I'd like to thank all my fans and say I'm sorry you won't be able to see me try to win my sixth Daytona 200 today. I wish my teammate Pascal Picotte the best of luck and I can't wait to get back on the track and win one for Harley-Davidson."

The air went out of the week faster than a spike in the sidewall. A British racing photographer buddy of mine told me the only reason he came to Bike Week this year was "to see Russell on the Harley." He told me this just before he packed up his gear and and headed downtown to party.

I hung around long enough to see Picotte lay it down in turn one after he hit a false neutral. Long enough to see Shawn Higbee's Buell eat itself and give the Pro Thunder race to a bunch of big twins from Italy. Then I headed downtown. Maybe you guys are right.

—Rick Menapace

Pascal Picotte, #21

Photos: Rick Menapace

STURGIS99SURVIVALGUIDE

OH, THE WACKY FUN YOU'LL HAVE...

This is a true story.

It was February as this ink hit the page (O.K., computer screen), and there was a kid, built like a fireplug, on the corner selling lemonade near the office. He looked cold, but determined. The sign above the stand read, "Mighty Marty's Go-Juice.".We had to ask ...

"Hey, kid, it's February? What's up?"

"What's it look like, dude? I'm selling lemonade. Buy some. I need the money."

"What for?"

He looked around, kinda cautious-like. Then he beckoned with a finger that lead to a jacket lying over a bicycle. He pulled back the jacket, revealing a set of Harley wings stitched to a strip of denim wrapped around his handlebars.

"Don't tell my folks. I'm going to Sturgis."

"Zat so?"

The kid proceeded to fill us in on his master plan: sell enough lemonade to buy a lawnmower, then cut enough grass to buy parts to modify his bicycle so that he could strap the lawnmower engine into the frame ... and head east.

"Where ya plannin' on stayin' when ya get there?" we asked. "And what exactly are you goin' to do for a week in the Badlands?"

"Dude, I've got it *all* worked out. Nothin' much left to chance. Besides, I'm gonna be using a totally killer guide to everything that goes on in Sturgis. It's got places to stay, things to see and do, including all the hot concerts and parties ..."

"And where might someone get a copy of this guide?" We just had to know ...

The kid whipped a magazine out of his back pocket. Its worn creases all lead to ...

"*Easyriders*, dude! I swiped my dad's copy from last year for inspiration. It's the *shizz nitt*!"

"The what?" Youth-speak ain't exactly our forte around here, even though the office is packed with juveniles.

"The hot stuff! The yee-haw doodle, grand-wazoo Buckwheat-O-rama, slam-bang, hoe-down ball-peen hammer-time rag spectacu-*lar*! It's totally definitive! This guide rocks, and when the new one comes out, I'm *gone*, dude!"

Hmmm ... aw, hell, why not? "How much for all your juice, the whole shootin' match?"

The kid was speechless. He took our wad, we grabbed his stock and headed back to the office. But not before one final comment.

"Hey, Mighty Marty, look us up when ya get there. And watch out for the slippery spots along the way."

And with that beaming face and defiantly raised fist etched into our minds, we proceeded to crank out ...

THE TOTALLY DEFINITIVE, SHIZZ NITT, SPECTACU-*LAR* GUIDE TO STURGIS '99

GETTIN' STARTED

RALLY INFORMATION/TOUR PRE-REGISTRATION

Whoa, daddy, are these info packets jammed with the low-down. Some events have to be prepaid or covered by charge cards, whereas races and tours do not. Sturgis Rally & Races, Inc., P.O. Box 189, Sturgis, SD 57785, (605) 347-6570, (605) 347-3245 fax, E-mail: srr@rally.sturgis.sd.us, Web: www.sturgisrallyandraces.com

RALLY REGISTRATION

Where: Rally Headquarters at the Armory, Main Street
When: 9 a.m. - 10 p.m. through Sunday
Info: (605) 347-6570

EASYRIDERS WORLD

The Big Purple Machine, tons o' vendors, Easyriders Cafe, Casino and Hotel. It's all here and it's HUGE. Think of it as party-central, ground-zero, terra-yeehaw-firma, a place to begin and end your intense riding day.
Where: Off exit 30, Texaco parking lot.
When: All damn week

JACKPINE GYPSIES MC

These guys were ridin' the Black Hills backroads before asphalt damn near was invented. Try a few of the remaining gravel paths sometime, then straggle back to their clubhouse (868 Main St.) and show some respect to the founding fathers of The Party. While you're there, sign up for a one-year membership ($75 single/$100 couples), and ride with historic pride, knowing that you are helping support a fine tradition of tours and races. Hell, it even gets you a nifty T-shirt *plus* free admission to Jackpine Gypsy events. It's a definite win-win. Jackpine Gypsies, P.O. Box 627, Sturgis, SD 57785, (605) 347-3418, (605) 347-3443, fax, www.gypsies.sturgis-rally.com

RACE ENTRANTS AND REGISTRATION

Call here before the flag drops to get the scoop on where it all heats up.

Jackpine Gypsies: (605) 347-3418
REI: (605) 393-9672
Sturgis Dragway: (605) 347-4712

EMERGENCY PHONE NUMBER

(605) 347-6570. Call here to leave important messages for friends amidst the madness. Requests for pizza, dates, or spare change will be ignored ... unless, of course, you promise the nice operator a ride on yer scoot. Messages are then posted on extremely cramped message boards at Rally Headquarters (City Armory, Junction Ave. & Main St.) or at the Motorcycle Expo (Sturgis Community Center, 4th & Lazell).

VENDOR INFO PACKET

Here's where ya obtain your complete guide for everything from rental sites, to product selling, including city, county, and state ordinances. A mere $20, from the Sturgis Rally & Races, Inc. Call (605) 347-6570 for the complete scoop. And, hey, if ya need a hand settin' up or tearin' down your booth/tent/place of biz, wrangle a few hard-workin' bikers. It's all about supportin' the cause, now ain't it?

FRIENDS OF THE RALLY

If you wanna get the jump on things *and* get discounts/special options/all kinda neat stuff, join up for a year. Membership runs from August to August: $16 U.S., $26 outside ye olde red, white, and blue land. Call Sturgis Rally & Races, Inc.: (605) 347-6570.

ROOMS/LODGING

The aforementioned "Friends" packet will steer ya in the right direction for hotels, rooms in houses, and places to hang your hat in general. Beat feet to that phone right now, though, 'cause the sands of time are filing through the funnel faster than a greased wombat. Really.

GAMBLING

For the first time ever, a complete listing of all the gambling establishments in the town that has more parking per square foot for bikes than you could even begin to imagine! Hotel listings are marked with stars for your convenience, 'cause the print is so damn small ...

B.B. Codys: (605) 578-3430
Best Western Hickhock House: (605) 578-1611
Big Jake's Card Room: (605) 578-3631
Bodega Bar: (605) 578-1996
Buffalo Saloon: (605) 578-9993
*Bullock Hotel: (800) 336-1876
Dakota Territory Saloon: (605) 578-3566
Days Inn: (605) 578-3476
Deadwood Dick's Saloon: (605) 578-3224
Deadwood Gulch Resort: (605) 695-1876
Deadwood Gulch Saloon: (605) 578-1207
Decker's Food Center: (605) 578-2722
The Depot/Motherlode: (800) 31-DEPOT
Double Diamond Gaming: (605) 578-3546
*Fairmont Hotel & Oyster Bar: (605) 578-2205
*First Gold Hotel: (800) 274-1876
Four Aces: (605) 578-2323
Goldberg Gaming Complex: (605) 578-1515
Gold Country Inn Casino: (800) 287-1251
Gold Dust Gaming: (800) 456-0533
Hickhock's Saloon: (605) 578-2222
Lady Luck: (605) 578-1162
Lillie's: (605) 578-3523
Luck 8 Gaming: (605) 578-2535
Midnight Star: (800) 999-6482
*Mineral Palace Hotel: (800) 847-2522
Miss Kitty's: (800) 668-8189
Old San Francisco Mint: (605) 578-1515
Old Style Saloon #10: (800) 952-9398
The Planetarium: (605) 578-2035
Shedd Jewelers Golden Gaming: (605) 578-2494
Siverado Gaming: (800) 584-7005
S-Mart Convenience & Liquor Store: (605) 578-1711
Star of the West Casino: (800) 688-1876
Tin Lizzie Gaming: (800) 643-4490
Twin City Laundromat: (605) 578-1260
VFW: (605) 578-9914
Wild Bill Bar: (605) 578-2177
Wild West Winners Casino: (605) 578-1100
Wooden Nickel Casino: (605) 578-1952

CAMEL ROADHOUSE

Rockin' music, exquisite cuisine, purdy girls ... what more could ya ask for? Mosey on down Main and look for the big yellow tent with the Camel silhouette on it. Kinda hard to miss—and a real shame if ya do!

CAMPGROUNDS
Tent cities spring up like weeds during the week, and speaking of which, should you decide to avail yourself of the South Dakota

legality to camp in the woods, get a fire permit first from the Forest Service Office. Remember last year when the guy blew his motor while winding it out in a near-city campground at 5 a.m.? Short of that, most wacky behavior is tolerated. Hell, it's encouraged!

Bear Butte Campground: (605) 347-3023
Bear Butte State Park (RV): (605) 347-5240
Boulder Park Campground (RV): (605) 347-3222
Buffalo Chip Campground: (605) 892-4101
Bull Dog Campground (RV): (605) 347-2862
Day's End Campground: (605) 347-2331
Eagles Landing: (800) 484-9629, ext. 2375
End of the Trail (RV): (888) 347-3682
Glencoe CampResort (RV): (605) 347-4712
H.O.G.: (605) 347-2431
Hog Heaven Campground (RV): (800) 272-1712
Rush-No-More: (605) 347-2916
Southside Campground: (605) 347-9060
Vanocker Campground (RV): (605) 347-4556
Tilford Gulch Campground: (800) 484-9495, ext. 1573

MATRIMONIAL BLISS
If yer gonna be brave and legally commingle call (605) 347-6570 for a how-to packet on findin' preachers, rice, garters, and cakes. The rest ... well, hoss, if we gotta explain ...

CONCERTS AND MUSIC
Grab a brew and let a few tunes soothe your road-weary soul at the clubs listed below. As always, the Buffalo Chip has evening concerts, and this year's confirmed headliners include .38 Special and Def Leppard. Meanwhile, here's what's up musically 'round town.

STURGIS
Broken Spoke Saloon: Rock
Hog Heaven Campground: Rock/Blues
Buffalo Chip Campground: Rock/Blues/Country
Gunners: Rock
Camel Roadhouse: Rock/Blues
Side Hack Saloon: Rock/Blues
Millingers: Rock

DEADWOOD
Durty Nelly's: Rock
Saloon #10:Rock
Tin Lizzie: Country/Western

PIEDMONT
Elk Creek Steakhouse & Lounge: Country

RAPID CITY
Firehouse: Acoustic/Jazz/Soft Rock
Freight House: Rock/Blues
Paddy O'Neil's: Acoustic
Boot Hill Saloon: Country
Chevy's Lounge: Oldies
Filly's Comedy Club: Comedy
Racquet Club:Rock

SPEARFISH
Back Porch and B&B Bar: Rock
Bay Leaf Cafe: Acoustic/Soft Rock
Knight's Cellar: Acoustic

GENTLEMEN'S CLUBS
Shotgun Willie's: 3808 W. Main, Rapid City, (605) 341-7253
Buffalo Chip Campground: naughty nightly midnight shows

FOOD COURT
Pig out like a Tibetan monk comin' off a 30-day fast.
Where: Lazelle St. between Junction and First St., Sturgis
When: 10 a.m. - 10 p.m., Sat. through Sun.

H-D/BUELL DEMO RIDES
If you're hot to trot, here's some new horses to do it on.
Where: Super 8 Motel, Sturgis
When: 9 a.m. - 3 p.m., Mon., Aug. 9 - Fri., Aug. 14

HARLEY-DAVIDSON EXHIBIT/SHOW
It's an indoor show to help ya beat the heat and see what's new from the good folks in Milwaukee.
Where: Rushmore Plaza Civic Center
When: 10 a.m. - 5 p.m., Tues., Aug. 10 - Fri., Aug. 14

EXCELSIOR-HENDERSON DISPLAY AND DEMO RIDES
Their first-time-ever demo rides at Sturgis are not to be missed—nor are the EXperience displays.
Where: Near Days Inn, I-90 exit 30, Sturgis
When: 9 a.m. - 4 p.m., daily

VICTORY MOTORCYCLES DISPLAY AND DEMO RIDES
Got the urge to surge? Try this American-made motorcycle company's solution.
Where: 1100 Main Street
When: Sat., Aug 7 - Sat., Aug. 14

STURGIS MOTORCYCLE EXPO
Tons o' products, clean bathrooms, free water, and plenty of A/C. 'Nuff said.
Where: Sturgis Community Center, 4th & Lazelle, Sturgis
When: Daily
Info: (605) 347-6570

NATIONAL MOTORCYCLE MUSEUM/HALL OF FAME
History is made by those who believe in going for the gusto. Check out some of the mechanical marks they've left while you're in town. Or, see the virtual version at www.museum.sturgis-rally.com
Where: 2438 Junction Ave., off exit 32/I-90
When: 9 a.m. - 9 p.m., daily
Info: (605) 347-4875

MAKE-LIFE-EASIER DEPT. AIRPORT/AIRLINES
Rapid City Regional lets the big boys land here, so don't let low vacation time rob you of a good time. You'll be 45 minutes southeast of Sturgis, courtesy the following airlines:
Skywest: (800) 221-1212
Northwest: (800) 225-2525
United Express: (800) 241-6522

MOTORCYCLE SHIPPERS
Strap 'er down, box 'er up, have a nice ridin' day when ya get here (see directly above ...). These folks'll have ya dancin' and bobbin' yer weegie in the streets of Sturgis, Deadwood, and beyond. Yes they will.

Black Hills H-D: (605) 342-9382
Rogers Truck Brokerage: (615) 451-4872
Auto Shipping International (Int'l only): (800) 466-2744, (562) 492-1290
Gold Rush Motorsports: (704) 896-7200
Berklay Air Services: (800) 254-4422
Federal Company: (800) 747-4100
Liberty Bike Shipping: (800) 640-4487, Ext. 0
U.S. Express, Inc.: (800) 468-1012

MOTORCYCLE RENTALS WEST COAST
Western States Motorcycle Tours: (602) 943-9030
Harley-Davidson Rentals: (888) 736-8433
Route 66 Riders, Inc. (Bartels' H-D): (888) HD4-HIRE
Dubbelju Motorcycle Rentals: (415) 495-2774
North American Tours: (702) 434-0200
Ride The Dream, Inc: (505) 992-8145, (505) 474-2854

EAST COAST
Street Eagle Motorcycle Rentals, Largo: (727) 524-7999, (888)-524-7999; Atlanta, Austin, Shreveport, Sarasota locations as well.
Rolling Thunder Rentals: (954) 584-3821

BOTH O' DEM COASTS
American Road Collection: (888) RENT-HD3: Miami, Ft. Lauderdale, Fla.; Boston, Martha's Vineyard, Mass.
Eagle Rider Motorcycle Rental: (800) 501-8687: Los Angeles, San Francisco, San Diego, Calif.; Orlando, Fla.; Phoenix, Denver, Las Vegas

CHAMBER OF COMMERCE
These nice folks can give you lots of info about what's goin' on in their neck of the woods ... like FREE, that's F-R-E-E, lists of hotels, accommodations, etc. No charge, gratis ... whatta deal!

Belle Fourche: (605) 892-2676
Deadwood/Lead: (605) 578-1876
Hill City: (605) 574-2368
Keystone: (605) 666-4896
Custer: (605) 673-2244
Rapid City: (605) 343-1744
Spearfish: (605) 642-2626
Sturgis: (605) 347-2556

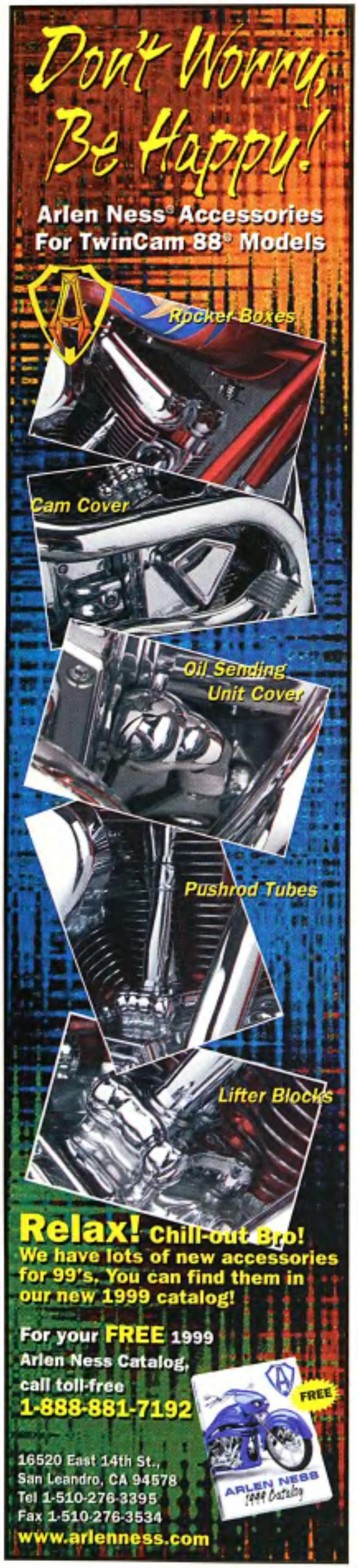
HOSPITALS
Sturgis Community Health Care Center, 949 Hamon St., (605) 347-2536
Ft. Meade Veteran's Medical Center, 1 mile east of Sturgis on Hwy. 34, (605) 347-2511

POLICE AND AMBULANCE
Where's that impounded bike? Someone missin' from your group? Want to find the freshest doughnuts and best coffee in the area?
Sturgis Police Dept.: (605) 347-2573
Meade County Sheriff's Dept.: (605) 347-2681

H-D PARTS AND SERVICE
Expect trouble and you won't be surprised on the road. These guys'll help ya out just fine.
Black Hills H-D: 141 E. Omaha, Rapid City, (605) 342-9362
Black Hills Sturgis H-D (parts only, no service available): 1040 Junction Ave, Sturgis, (605) 347-2056

RACING EVENTS
Here's where the action is, should you need an adrenaline fix.
Sturgis Fairgrounds: Ball Park Rd., Sturgis
Sturgis Dragway: Hwy. 34 E, Hwy. 79 N
Rally Events, Inc. (REI) Hill-climb: entrance at Glencoe CampResort, Hwy. 34 East

EXHIBITORS LIST
VICTORY DEMO RIDES
When: Sat., Aug. 7 - Sat., Aug 14
Where: 1100 Main St.
Victory has a Pro Family Ride in the works, location and time TBA. Demo rides by appointment and run every half hour. They'll also have plenty of Sturgis/Victory collectible merchandise on hand.



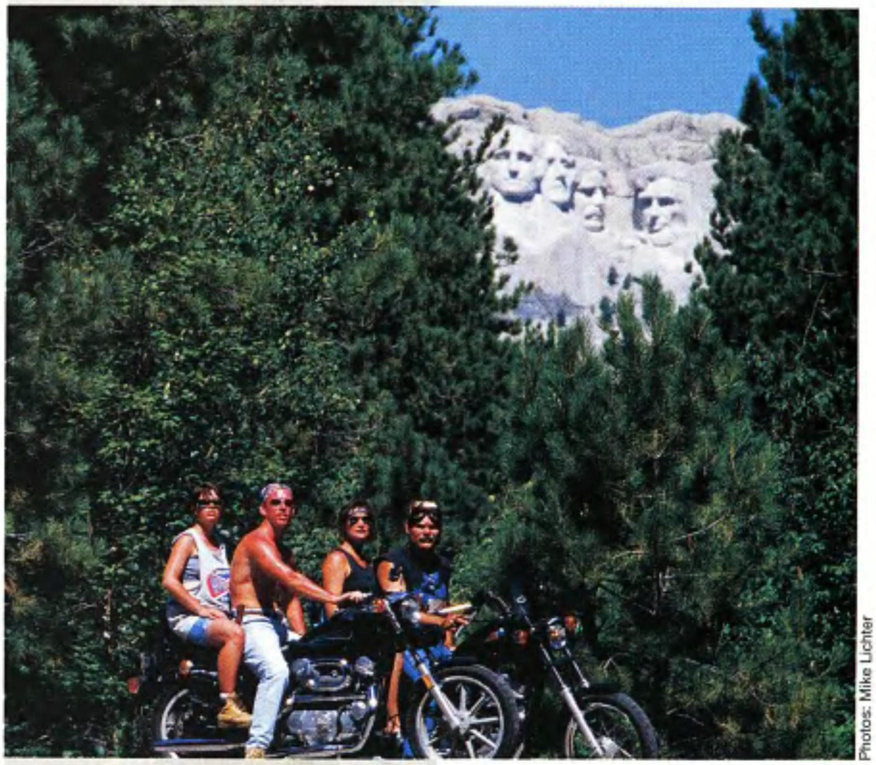
EXCELSIOR-HENDERSON
When: 9 a.m. - 4 p.m.
Where: Near Days Inn, I-90 exit 30, Sturgis. In addition to the Super-X demo rides and display, Excelsior-Henderson's 2nd Annual Sturgis Parade (6 p.m., Thursday, Aug. 12) is not to be missed. How often do bikers get to be in parades featuring the biggest springer front ends on Earth?

CALENDAR OF EVENTS

FRIDAY, AUGUST 6
Rally Headquarters at the Armory, Main St., 3 p.m. - 10 p.m. Here's where ya get the lowdown on the latest updated doings.

SATURDAY, AUGUST 7
Rally Headquarters, the Armory, Main St., 9 a.m. - 10 p.m., through Sunday

SUNDAY, AUGUST 8
ABATE of the Black Hills Easter Seals Poker Run. Registration at Rally Headquarters, Main St., 9:30 a.m. - 11:30 p.m.



Photos: Mike Lichter

Sturgis Motorcycle Expo, Sturgis Community Center, 4th & Lazelle, through Friday

MONDAY, AUGUST 9
Official First Day: 59th Annual Sturgis Rally & Races

American Iron "FLASH" Race: Sturgis Dragway, Hwy. 34 East & Hwy. 79

TUESDAY, AUGUST 10
Amateur Hillclimb: Bessie's Knob Hill, Hwy. 34 E. Racers: gates open at 8 a.m. Event begins at 11 a.m.

ADBA Tune/Test: Sturgis Dragway, Hwy. 34 E & Hwy. 79, 4 p.m.

ADBA Two Rounds of Pro-Qualifying: Sturgis Dragway, Hwy. 34 East & Hwy. 79., 6 p.m.

WEDNESDAY, AUGUST 11
Wyoming Wednesday: party in Beulah for street drags, then onto Hewlett for the Ham N Jam, Devil's Tower for some hoo-doo voodoo, then wrap it up in Sundance for their classic hole-shot contest.

ADBA Final Round of Pro-Qualifying Tune & Test: Sturgis Dragway, Hwy. 34 East & Hwy. 79, 4 p.m.

ADBA Pro-National Semi Finals (Head-to-head final elimination—all classes): Sturgis Dragway, Hwy. 34 East & Hwy. 79, 6 p.m.

THURSDAY, AUGUST 12
Baddest Hill Pro-Am: Glencoe CampResort, Hwy. 34 East. Racers: gates open 8 a.m.) Event starts at 11 a.m.

Dodge Truck Challenge: "Baddest Hill" hillclimb, Glencoe CampResort, Hwy. 34 East, 11 a.m.

H-D Ride-In Bike Show: Rushmore Plaza Civic Center. Registration: 9 a.m. - noon. Bike show: noon - 3:30 p.m. Judging: 4 p.m. Shine 'er up and ride 'er in, cowboy.

Harley-Davidson Tattoo Contest Registration: Super 8 Motel, off exit 30, Sturgis, noon - 4 p.m.

ADBA Pro-National Finals (Finals: 8 National Points Race—all classes): Sturgis Dragway, Hwy. 34 East & Hwy. 79, 6 p.m.

FRIDAY, AUGUST 13
Rat's Hole Custom Chopper Show: Sturgis City Park/Woodle Field, 8:30 a.m. - dusk

8th Annual Governor's Tour: sponsored by Sturgis Rally & Races and REI. Departs from Motorcycle Expo, 4th & Lazelle, 9 a.m.

H-D Tattoo Contest Registration: Super 8 Motel, off exit 30, 9 a.m. - 4 p.m. Judging begins at 5:30 p.m.

All Nitro Fuel Harley Shoot-Out: Sturgis Dragway, Hwy. 34 East & Hwy. 79, 6 p.m.

SATURDAY, AUGUST 14
Sturgis Motorcycle Expo: Sturgis Community Center, 4th & Lazelle, 10 a.m. - 4 p.m. Raffle Drawings: Motorcycle Expo, 5 p.m.

WCW Wrestling: Times and locations TBA. Check daily papers for lowdown.

SUNDAY, AUGUST 15
Rally Headquarters: Armory, Main St.,. 9 a.m.-2 p.m.

JACKPINE GYPSIES
As always, we save the best for last. The Jackpine Gypsies have got races, tours (who better to show you the Black Hills than the founders of the Black Hills Classic?), and, hell, they've even got go-cart races this year at the J.C. "Pappy Hoel" Short Track, held out at their clubgrounds on Short Track Road. Their very steep hillclimb will test your mettle as well.
Gates open 3 p.m.; racing begins at 7 p.m. unless otherwise noted.

SATURDAY, AUG 7.
1st Annual Black Hills Go-Cart classic

SUNDAY, AUG. 8., 8 A.M.
Moto-X: gates open at 7 a.m.)

MONDAY, AUG. 9, NOON
Hillclimb: gates open at 9 a.m.)

MONDAY, AUG. 9
Short Track Semi-Pro

TUESDAY, AUG. 10
Short Track Semi-Pro

WEDNESDAY, AUG. 11, 8 P.M.
Grand National 1/2 mile: Black Hills Speedway, Rapid City

WEDNESDAY, AUG. 11, 9 A.M.
District 30 Tour Vets Club

THURSDAY, AUG. 12
1/2 Mile Races, Semi-Pro, Sturgis Fairgrounds. Times TBA. Call for info.

FRIDAY, AUG. 13., NOON
Hillclimb, Semi-Pro

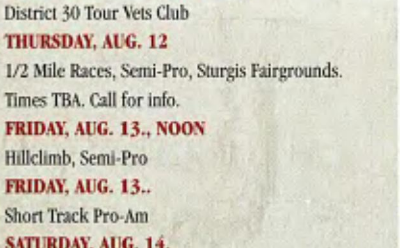
FRIDAY, AUG. 13..
Short Track Pro-Am

SATURDAY, AUG. 14.
Short Track Semi-Pro

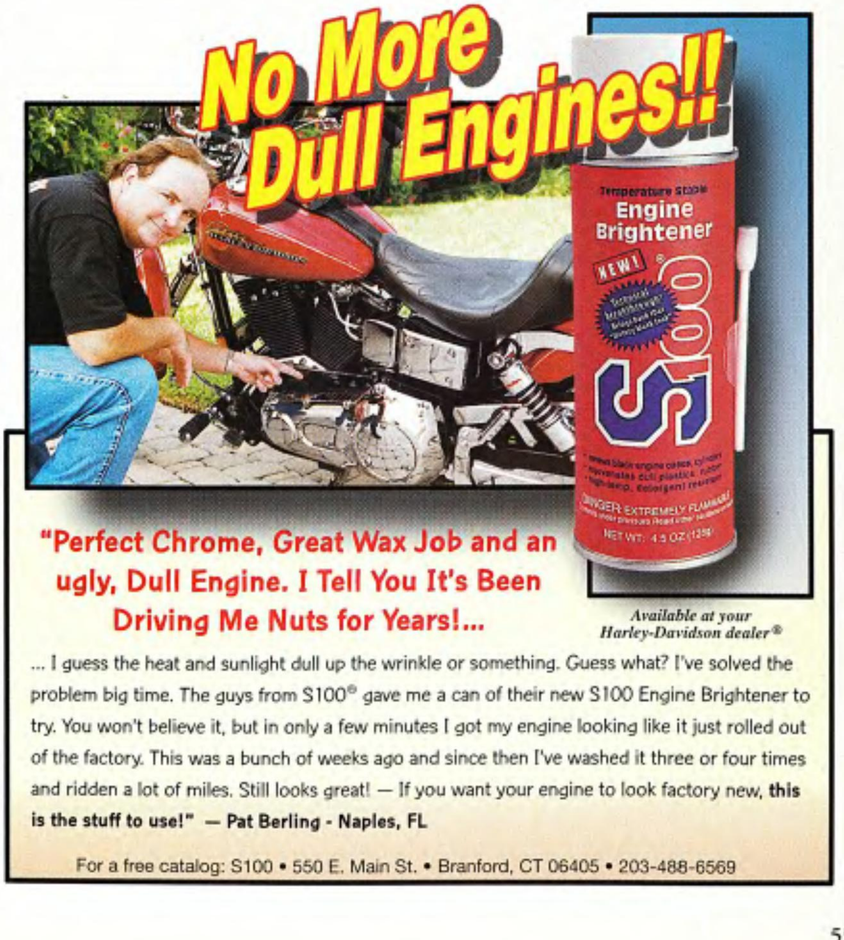
SUNDAY, AUG. 15, 9 A.M.
Gypsy Clubhouse Party: Everybody Welcome

WRAPPIN' IT UP
Yee haw, so there ya have it, hoss—pages chocked fulla valuable info to make that summer romp the one to remember. And speakin' of which, be sure to remember to keep an eye out for a kid built like a fireplug, buzzin' along on a Schwinn Sting-Ray with a 5hp Briggs & Stratton engine jammed into the frame. Buy him some lemonade, will ya? He's had a l-o-o-o-n-n-g, determined ride, and he's surely the shizz nitt ...

—Captain Trash

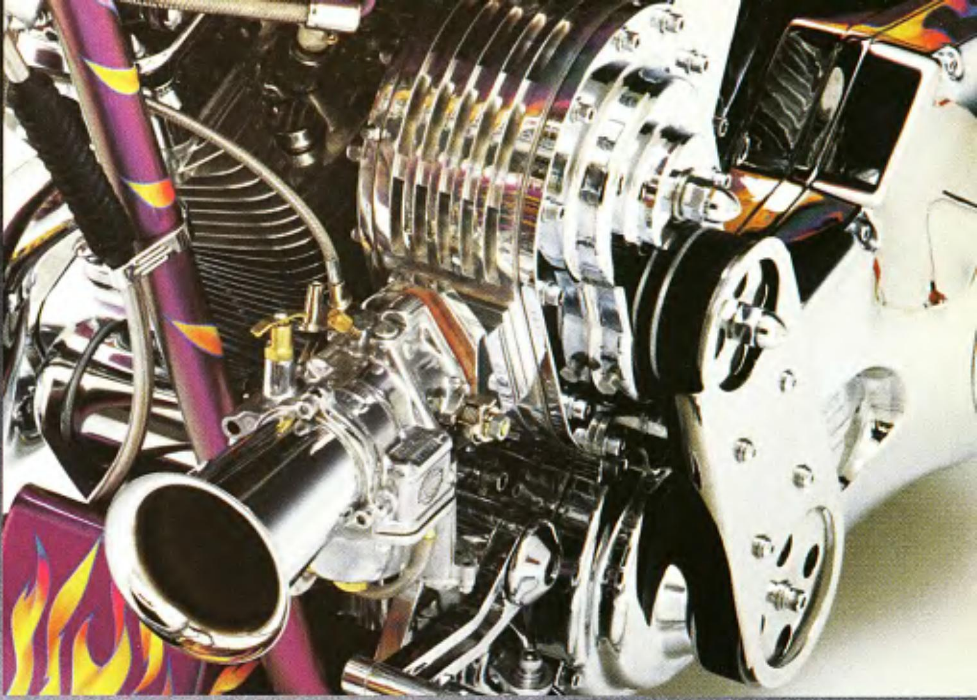


Get your Sturgis collectibles at M.B. Strings, at the Armory on Main St. all week



Dane Simms' World Class Blower Bike

Dane Simms grew up in Hayward, California, playing baseball and hanging out in his father's bike shop. He never really thought about motorcycles or building them. He just played baseball and was a pretty normal kid, except for gettin' in trouble at school for cursing (you tend to learn to cuss when you hang around a bike shop). "I never really tripped on bikes or thought of my dad as bein' famous," Dane told us. "I just thought he was, y'know, dad." If you haven't guessed by now, Dane and his brother, Hunter, both joined the family business as the sons of famous master bike builder Ron Simms, whose Bay Area Custom Cycles is world renowned for creating one-of-a-kind killer customs.



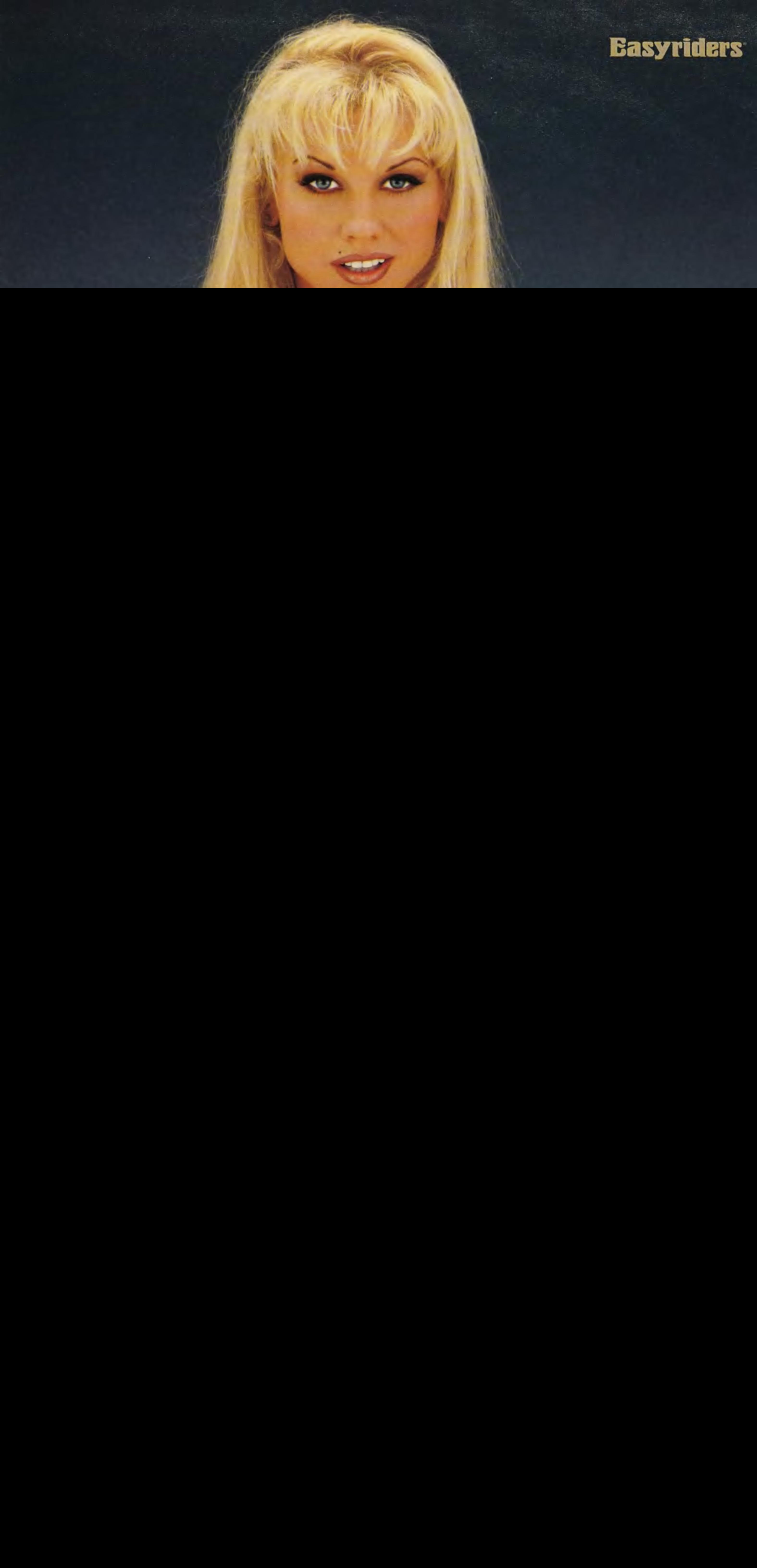
During spring break three years ago, Dane helped build a Springer at his dad's shop. He had worked on various customs, but the Springer was the first one that he put some of his own heart and soul into. "I got to ride that bike around and take it to school, but it sold pretty quick," Dane remembers. Though baseball was his passion, bike building got in the teen's blood. He was soon spending more time at the shop and learning from the wrenches in the back. "I feel like those guys are family," Dane says. "My friends at school always wished that they could go to work in a family business. It's cool that I can work in the shop with my brother and my dad. If I have an idea, he pretty much lets me do it." Well, Dane had a pretty cool idea last summer that turned into the thunderbeast of a blower bike that you see gracing these pages.

Building this bike turned out to require a sizeable commitment from the younger Simms. It seems that his love and talent in baseball had earned him a college scholarship. When it was time to choose between baseball and building bikes, only one choice won out. Maybe it had something to do with custom bike fabrication running in the family. "This is my first real show bike," Dane says proudly. The ground-up ground-pounder was all Dane's idea. He wanted to create a monster bike with a blower and a wild paint job. "I remember seeing these Mustangs with this wild flash paint and wanted to do something like that on a bike. It didn't really take that long to build, waiting for the Horst flamed paint job took the most time." Three months after Dane and the Simms crew started on this 89-cubic-inch dazzler, it rolled off to the Love Ride for all the bikin' world to see and admire. The paint was hardly dry on this scoot when Dane was thinking of the next one he'd build.

"Right now I'm working on a 103-inch Softail with a black powdercoated front end," Dane says, grinning. "It's sort of a racer-type bike with Jesse James fenders." Hence, the bike-building legend continues at BACC. In fact, Dane named the flashy blower bike "Through my Father's Eyes," as a tribute to Ron. "The shop was here before I was born, and it means a lot to earn the respect of the crew," says Dane. Reflecting on his father's fame, Dane says, "As a kid I never realized how big my father is in this industry. In Daytona people would come up and ask for his autograph. I guess I'm just getting used to the fact that he really is famous." Speaking of fame, Dane might as well get used to it. He's already signed a few autographs himself and if this blower bike is any indication, he'll be signing a lot more.

About our luscious Easyriders model: Adorning Dane Simms' Thunderbeast this month is Andrea Hargitay, from faraway Hungary. This tall blonde with the dazzling looks laments in a strong Hungarian accent that she can't find a nice guy to marry. Any takers?

—Dave Nichols


Easyriders

passin' gas

Word on the street is that there's a brand-new motorcycle marque about to be introduced into the two-wheeled marketplace. It's going to be called the "Clinton," and the rumor is that it'll be guaranteed to never, ever quit on you.

The only hitch is that to keep the guarantee in force, you'll have to bring the bike in to the shop once every week for a head job.

Duane Grandon
Waterloo, Iowa

The former kindergartners were trying to become accustomed to first grade. The biggest hurdle they faced was the teacher's insistence on no baby talk. "You need to use big-people words," she told them.

The teacher first asked Wendy what she had done over the weekend. "I went to visit my Nana," young Wendy answered. "No, you went to see your *grandmother*," corrected the teacher. "Use big-people words!"

Next she asked Joey what he had done over the weekend. "I took a ride on a choo-choo," he said, to which the teacher replied, "No, Joey, you took a ride on a *train*. Use big-people words!"

She then turned to Eddie, the biker's kid, and asked him how he'd spent his weekend. "I read a book," said the curtain-climber.

"That's wonderful," said the teacher. "And what book did you read?"

Eddie thought about it, then puffed out his chest with great pride and loudly announced, "I read *Winnie the Shit*."

ABATE of Illinois
Dukane Chapter

A sailor had been shipwrecked on a deserted island for many lonely years. One day he spotted a ship on the horizon. He frantically waved his arms until he saw a rowboat making its way to shore. "Thank God!" he rejoiced, grabbing an ensign's hand and shaking it vigorously. "I thought I'd never be rescued."

"How long have you been here?" asked the ensign.

"Over seven years," the stranded seaman replied.

"You appear to be in good shape after all that time on your own."

"Well, I did have to be resourceful. I built a hut, a fishing net, and weapons for hunting."

"But so many years without sex?!" the ensign exclaimed.

"Not completely," the rescued sailor admitted sheepishly. "A couple of years ago I was on the beach when I noticed an ostrich with its head buried in the sand. I crept up behind the long-legged bird, and ..."

"For crissakes, man, that must have been a rough go!"

"Well, it was all right for the first hundred yards—but then we got out of step."

DAC
USA

What's the first major milestone in a new relationship? The first time you eat out.

What's the next major milestone? The first time she has you for dinner.

And when do you know the relationship has leveled off? When you start thinking about food.

Houdini
In the Box

A bro goes to the doctor's office and says, "Doc, I've got this problem, you see, but you've gotta promise me you won't laugh." The sawbones assures him, "Of course I won't laugh. That would be thoroughly unprofessional. In over 20 years of being in practice, I've never laughed at a patient."

"OK, then," says the bro, and drops trou, revealing the tiniest dick the doctor has ever seen in his entire life. Unable to control himself, the physician falls to the floor in a hysterical laughing jag. Ten minutes pass before he's able to struggle up to his feet and wipe the tears from his eyes.

"I'm so terribly sorry," he finally apologizes to the red-faced patient. "I don't know what came over me, and I promise I won't let it happen again. Now what seems to be the problem?

The bro looks down at his dick sadly and says, "It's swollen."

Merc4646
World Weird Web

A California biker and his ol' lady were visiting some friends in Florida. Complaining of the August heat, the West Coast bro bitched, "Man, this Florida weather totally sucks!"

"Babe," said his ol' lady, "you gotta remember, we're 3,500 miles from the ocean."

Buzzard
Corcoran, Calif.

WARNING: MORE COMPUTER VIRUS ALERTS:

• The "Ellen Degeneres" virus: causes your PC to suddenly claim it's a Mac.

• The "Lorena Bobbitt" virus: turns your hard drive into a 3.5-inch floppy.

• The "Oprah Winfrey" virus: your 200-megabyte hard drive suddenly shrinks to 80 megabytes, then slowly expands to 300 megabytes.

The Green Zorro
Boca de Puerto, USA

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Dane Simms
City: ....Hayward, California

General

Fabrication: ..Bay Area Custom Cycles (BACC)
Year/make: ..1999 Special Construction
Model: ....Simms Thunderbeast
Assembly: ....BACC
Chrome: ....Valley Chroming

Engine

Year/model: ....1999 Evo
Rebuilder: ....owner, C.S., Mark
Ignition: ....Dyna
Displacement: ....89 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....Hannan's
Cam: ....Simms
Carb: ....EMC blower/S&S carb
Pipes: ....Thunder Header
Modifications: ....balancing by C.J., JIMS lifters, EMC air cleaner

Transmission

Year: 1999
Modifications: ....Baker 6-speed, S&S trans sprocket, Simms wheel sprocket

Paint

Molding: ....Horst
Painter: ....Horst
Color/type: ....flash silver with mega flames/House of Kolor
Special paint: ....if it's Horst it's damn special!

Frame

Year/type: ....1999 Softail-style
Builder: ....Simms/Paughco
Shocks: ....Legend air
Modifications: ....37-degree rake, 2-inch stretch

Accessories

Bars: ....Flanders
Handlebar controls: ....Performance Machine/Simms
Fenders: ....BACC
Headlight: ....Headwinds
Taillight: ....Simms
Speedo: ....Simms
Dash: ....BACC
Pegs: ....BACC
Electrics: ....Simms
Foot controls: .....Performance Machine
Gas tank: ....BACC
Oil tank: ....BACC
Oil system: ....Simms
Primary cover: ....S&S
Seat: ....Simms/Corbin
Mirrors: ....Simms
Grips: ....Simms

Forks

Type: ....wide glide
Builder: ....Storz
Modifications: ....Simms triple trees

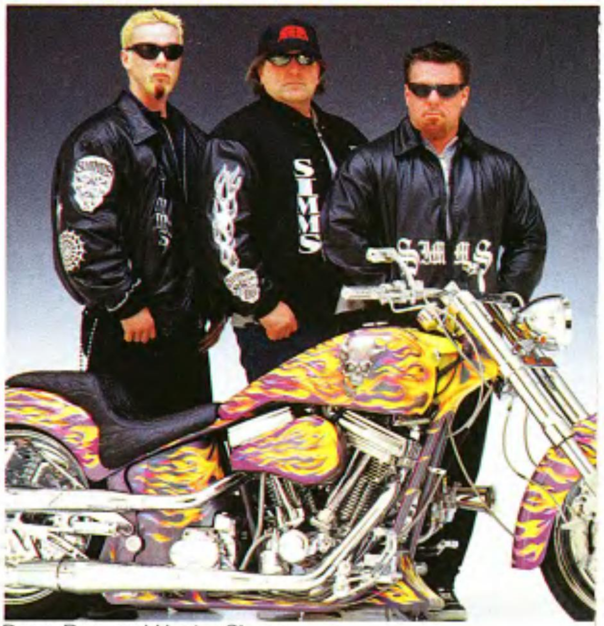
Wheels

Front

Type: ....Performance Machine
Size: ....18 inch
Hub: ....P.M.
Tire: ....Metzeler
Brake: ....P.M.

Rear

Type: ....Performance Machine
Size: ....18 inch
Hub: ....P.M.
Tire: ....Metzeler
Brake: ....P.M.
Photos: ....Raiko Hartman



Dane, Ron, and Hunter Simms.

Daytona
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CALL (904) 409-3034
FT. LAURDERDALE HARLEY-DAVIDSON
443 S. STATE RD 7
PLANTATION, FL
CALL (954) 791-6290
ASPEN VALLEY HARLEY-DAVIDSON
2922 S. GLEN AVE.
GLENWOOD SP. CO.
CALL (970) 928-7493
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CALL (970) 245-0812

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For your nearest Custom Chrome® Dealer call

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A Tale of WOODEN BIKES

John "Teach" Girard has four words for you, and they are tattooed on his muscular right arm to summarize his life's philosophy: "Defeeted but never defeated." It is a philosophy borne from the lemons life sometimes deals out, and in Teach's case, these lemons are called acute thrombophlebitis—a circulatory disease that attacked his lower legs, causing them to be amputated below the knee while he was serving in the US Air Force. That was 25 years ago.

But there's a lot more to Teach than meets the eye beholding his 4-foot-4 frame: Teach was (as his nickname implies) a successful teacher, football and soccer coach, and, most of all, he is now an artist extraordinaire. He holds a degree in the fine arts, so he knows his way around a canvas. Teach is also a biker whose been around Harleys all his life and has built and modified everything from frames and accessories to complete running scooters. He rides a 1993 FLHT with a sidecar and tries to make several runs and events each year, time permitting.

The 53-year-old Teach spends most of his time in his studio in Veneta, a small town just west of Eugene, Oregon, where he creates fine-line illustrations

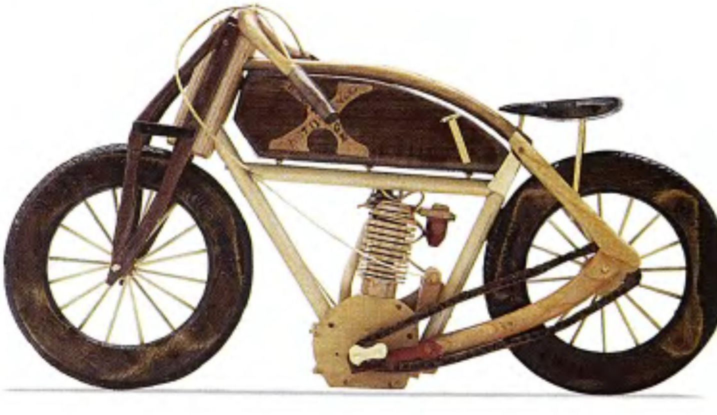
and oil paintings of motorcycles and trucks, and where he designs "The Hog Patch People" series of coloring books for kids. "I've published twelve different coloring books over the years," says Teach about his successful venture, "dealing with everything from trucks, to Desert Storm, to motorcycles."

More recently, Teach has branched out (pun intended) to include a whole new two-wheeled wooden world. "I started carving wooden motorcycles last October," he explains, "and so far, I've built eight different models. There's a 1917 Excelsior boardtrack racer, a double-engine Shovelhead dragster, an FLHT with fairings—a duplicate of my bike—and I'm still in the middle of making a sidecar for it, a hardtail Panhead, and, of course, a Knucklehead, '46 I believe."

Teach got into carving because he used to teach industrial woodshop to high school students, and he got into carving motorcycles because some time ago he decided to carve a rocking horse for his grandson. The horse turned out to be a motorcycle with a sidecar. "Of course by the time I got it done, the little tyke had gotten so big I couldn't get his leg between the motorcycle and sidecar," Teach says, laughing, "so I decided to build him a bike. And by the time I got done with that, he had outgrown it too, so I just took the bike around to different taverns here in Oregon and showed it off. It got a lot of positive response."

These wooden bikes are approximately 1/3 scale from the original—meaning they run about two feet in length, but weigh only between 15 and 20 pounds. "I use mostly basswood, and the darker parts are usually walnut. There's also a little bit of oak and maple in there, depending on what I can get at the hardware store." He then draws templates to cut out the various parts, for which he uses tremendous amounts of wood. "The piles of waste product are always a lot bigger than the actual product," he chuckles. "I don't even want to guess what it is in board feet ... and it's just a little motorcycle!"

When designing his wooden sleds, Teach refers to a variety of different bike magazines. "The magazines I use most



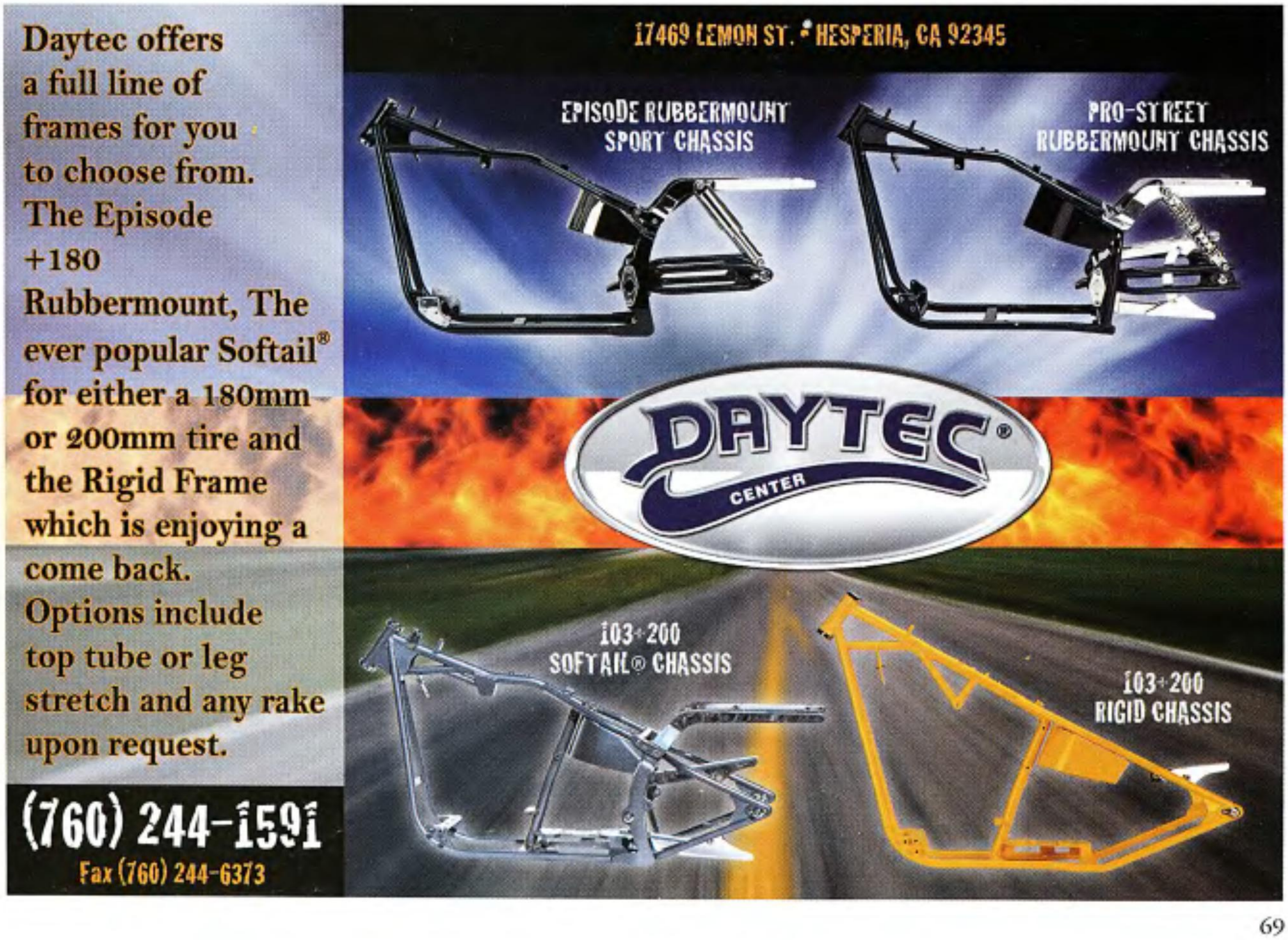
are old issues of *VQ* and *Early-Riders*. One had an Indian Square Four on the cover, turquoise and white, if I recall. That was what I used as the model for making my Indian Square Four."

With a master's eye and steady hand, Teach can build anything out of wood. "I also do custom orders, anything that someone might want. They just have to send me a picture of the bike they want me to carve for them," he asserts. After all the practice he's gotten whittling bikes, one of his Woodies now takes him, on average, about 20 hours to create. "That's down from sixty hours to do the first one. You get better as you keep doing it. I'm more of an artist than a wood craftsman, but I have a woodshop with all this equipment."

In fact, Teach is also currently busy building his house and building his wooden bike sculptures into a thriving business. "I eventually want to use computerized templates so I can carve the various parts and let the customer put them together, sort of like a kit," says Teach. In support of his new venture, Teach is going to be traveling to many motorcycle rallies this year, "I'm going to pack all my wooden bikes into a thirty-three-foot trailer and hit the road. I'll be at the Redwood Run and then on to Sturgis."

To order a hardwood sculpture of your favorite motorcycle, contact Teach at: Knee Hi Arts, c/o Teach, P.O. Box 175, Veneta, OR 97487; (541) 935-2282. —*K.R.*

Photos: Michael Lichter



Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Car, Truck, & Bike Show
Date: July 17
Place: Leeds Memorial Park
Info: (205) 699-7103

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

4 States Iron Horse Rally
Date: July 9-11
Place: Hope
Info: (870) 777-5870

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Beach Ride '99
Date: July 11
Place: Ventura
Info: (800) 696-3727

San Francisco
Body Arts Festival
Date: July 17
Info: (925) 937-5177

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Cripple Creek Rally
Date: August 19-22
Info: (719) 636-3682

CONNECTICUT
Conn. Motorcycle Riders
Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Sussex County
Chapter Poker Run
Date: July 18
Info: (302) 731-0455

ABATE Run For Kids
Date: August 29
Info: (302) 731-0455

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Cocoa Beach Biker Bash
Date: August 28
Place: Lloyd's, Port
Canaveral
Info: Ed (407) 254-8792

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 8 Pool Tournament
Date: July 17
Info: (706) 736-1350

ADBA All Harley Drags
Date: July 24-25
Place: Commerce
Info: (615) 789-3202

Freedom of Choice Ride
Date: August 14-15
Place: Palmetto
Info: (404) 294-8900

Dist. 1 All-County Ride
Date: August 21
Info: (706) 226-7648

Dist. 10 Alf Memorial
Swim Party/Membership
Drive
Date: August 21-22
Info: (912) 374-6256

Dist. 3 Wet & Wild River
Rafting Adventure
Date: August 21-22
Info: (770) 442-1780

HAWAII
Street Bikers United
of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety (ICMS)
Info: (208) 345-6231

ICMS Rally & Rodeo
Date: July 16-18
Place: Deer Creek Lodge
Info: (208) 345-6231;
ironhors@primenet.com

ICMS Bikini Bike Wash
& Fun Run
Date: August 22
Place: Boise
Info: (208) 345-6231; ironhors@primenet.com

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

S. Suburban Helmet Roast
Freeport Charity Bash
Date: July 10
Info: (309) 343-6588

Ride For Kids
Date: July 18
Place: Oakbrook
Info: (800) 253-6530

Ride-In Bike Show/Rodeo
Date: July 18
Place: Will County
Fairgrounds, Peotone
Info: (319) 462-6011

Crawford Co. Bike Show
Date: July 24
Info: (309) 343-6588

Peo-Taz Grand
National Weekend
Date: August 14-15
Info: (309) 343-6588

Piasa-Gateway Poker Run
Date: August 15
Info: (309) 343-6588

Fulton County
Rodeo/Bike Show
Date: August 20-22
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 0 Fun Run
Date: July 10
Place: Allen County
Info: (219) 456-7218

Reg. 2 Poker Run
Date: July 10
Place: Pulaski County
Info: (219) 759-5193

Reg. 3 Bike Show/Cookout
Date: July 10
Place: Grant County
Info: (765) 628-7446

Reg. 10 Tim Fromme
Memorial Run
Date: July 14
Info: (812) 295-3849

Reg. 2 Picnic
Date: July 24
Place: Porter County
Info: (219) 759-5193

Reg. 3 Vietnam Vets Run
Date: July 25
Info: (765) 628-7446

Reg. 10 Big John Run
Date: July 25
Place: Dubois County
Info: (812) 295-3849

Reg. 4 Poker Run
Date: July 31
Place: White County
Info: (765) 448-2765

Reg. 8 Corral Run
Date: August 1
Info: (812) 424-7014

Reg. 10 MDA Run
Date: August 7
Info: (812) 295-3849

Reg. 3 Poker Run
Date: August 8
Info: (765) 628-7446

Reg. 13 MDA Ride
Date: August 8
Info: (812) 886-6943

Reg. 10 Band Jam for MDA
Date: August 14
Info: (812) 295-3849

IOWA
ABATE of Iowa
Info: (515) 858-5001

Dist. 6 Summer Night Run
Date: July 16
Info: (515) 858-5001

Marney Days
Date: August 20-22
Info: (515) 742-3355

Brooklyn Fire Dept. Run
Date: August 22
Info: Wolfe or Butch
(515) 522-7770

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 10 July Bash
Date: July 9-11
Info: (800) 657-5763

Dist. 11 Leavenworth
Bike Show
Date: July 17
Info: (800) 657-5763

Tattoo Rendezvous '99
Date: July 22-25
Place: downtown Marriott
Hotel, Kansas City
Info: (913) 321-1214;
www. kc1.net/ecoastal;
ecoastal@kc1.net

Dist. 1 July Toy/Poker Run
Date: July 24
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

Little Sturgis Rally
Date: July 16-18
Place: Sturgis, Ky.
Info: (502) 333-5581

KMA/KBA Bluegrass
Bash '99
Date: August 27-29
Place: Bullitt County
Fairgrounds
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

River Parishes Chapter
Run to the Sun
Date: July 11
Info: (888) 892-2669

Capital Area Fun Run
Date: July 18
Info: (800) 969-3451

West Central Area Chapter
Poker Run/Cook out
Date: July 24
Info: (800) 393-5966

Cajun Chapter Beat the
Heat Bike Wash & Show
Date: July 31
Info: (800) 393-5966

West Central Area Chapter
Sturgis Week/Ride to the
Dragstrip Party
Date: July 31-August 9
Info: (318) 537-7553

River Parishes Chapter
August Burnout Poker Run
Date: August 8
Info: (888) 892-2669

Capital Area Chapter
Fun Run
Date: August 15
Info: (800) 969-3541

Cajun Chapter
Scavenger Hunt
Date: August 28
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

UBM Poker Run
Date: July 10
Place: Machias
Info: (207) 454-8116

UBM Field Day
Date: July 10
Place: Dover
Info: (207) 564-7967

UBM Poker Run
Date: July 10
Place: Lisbon
Info: (207) 777-7449

UBM Poker Run
Date: July 10
Place: Falmouth
Info: (207) 854-5186

UBM Poker Run
Date: July 11
Place: Bucksport
Info: (207) 469-6052

UBM Poker Run
Date: July 17
Place: Union
Info: (207) 832-6632

UBM John McCaffrey
Memorial Ride
Date: July 25
Place: Rumford
Info: (207) 364-8665

UBM Twin River Bash
Date: July 25
Place: Howland
Info: (207) 876-2285

UBM Bike Show
Date: August 7
Place: Newcastle
Info: (207) 882-6291

UBM Run For Life
Date: August 7
Place: Lewiston
Info: (207) 777-7449

UBM Poker Run
Date: August 7
Place: Canaan Cycle
Info: Becky (207)
474-8540

UBM Statewide Party
Date: August 13-15
Place: New Portland
Info: Pete (207) 884-6284

Flattrack Racing
Date: August 28-29
Place: Bangor
Info: Pete (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Frederick County Rodeo
Date: July 10
Place: Woodsboro
Activity Center
Info: (410) 263-9185

AHDRA Races
Date: July 17-18
Place: Maryland Int'l
Raceway, Budds Creek
Info: (336) 924-2095;
www.ahdra.com

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

Indian Day 1999
Date: July 20
Place: Indian Motocycle
Museum, 33 Hendee St.,
Springfield
Info: (413) 737-2624

Ride For Kids
Date: August 22
Place: N. Oxford
Info: (800) 253-6530

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Easyriders Detroit hosts
Mt. Clemens Cruise Night
Date: July 10
Info: (810) 783-7300

Easyriders Detroit/DDMC
Summer Poker Run
Date: July 11
Info: (810) 783-7300

Reg. 1 Pig Roast
Date: July 17
Info: (906) 884-2347

Reg. 21 Fred Guthrie
Poker Run
Date: July 24
Info: (517) 773-4509

H.O.G./Easyriders
Detroit Olympics
Date: July 24-25
Place: Hell
Info: (810) 783-7300

Reg. 5 Summer Run
Date: August 7
Info: Bob (616) 689-0774

Easyriders Detroit
Hosts Cruise Night
Date: August 14
Info: (810) 783-7300

Reg. 21 End of
Summer Party
Date: August 20-21
Info: Bob (517) 773-4509

All Harley Drags
Date: August 20-21
Info: Butch (517) 673-4743

Easyriders Rock-N-Blues
Festival
Date: August 20-22
Place: Fowlerville
Info: (810) 783-7300

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders
Association
Info: (612) 541-1704

North Star Chapter
Pre-Sturgis Warm-Up
Date: July 16-18
Place: Northome
Fairgrounds
Info: Doc (218) 751-1043;
tjjdj@bji.net

Scooter Shak East/Great
Plains Drags
Date: July 18
Place: Interstate
Dragway, Sabin
Info: (701) 237-4766

Flatlanders Chapter
Floodraiser
Date: July 23
Place: Bricelyn
Info: Bill (507) 294-3297;
bcrasmus@smig.net

North Pines Rally
Date: August 20-22
Info: (218) 894-3678

Lower Corner Chapter
Toy Run
Date: August 21
Place: Rochester H-D
Info: (507) 285-5443

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

Brothel Run to Butte
Date: August 6-8
Info: Norma Jean
(818) 892-2029; www.
iswface.org/brothelrun

NEBRASKA

ABATE of Nebraska
Info: (402) 489-0651

Dist. 6 Summer Night Run
Date: July 16
Info: (402) 489-0651

Freedom Fighters Rodeo
Date: July 17
Place: Sarpy County Fairgrounds, Springfield
Info: Anni (402) 579-9501

Dist. 7 Poker Run
Date: July 17
Place: Reynolds
Info: Dean (402) 729-2029

Dist. 4 Poker Run
Date: August 29
Info: Terry (402) 454-2913

NEVADA

ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Easyriders Reno/ Strokers Tahoe Run
Date: July 25
Info: (775) 322-2250

Elko Chapter Angel Lake Run
Date: August 21-22
Info: (775) 753-8825

Easyriders Reno/ Strokers Bike Rodeo
Date: August 22
Info: (775) 322-2250

NEW HAMPSHIRE

N.H. Motorcyclists Rights Assoc.
Info: (603) 627-3528

NEW JERSEY

United ABATE of N.J.
Info: (732) 549-1990

AHDRA Races
Date: August 22
Place: Englishtown
Info: (336) 924-2095; www.ahdra.com

NEW MEXICO

ABATE of New Mexico
Info: (505) 585-9789

1st Mountain Chapter Heron Lake Run
Date: July 10-11
Info: (505) 832-9450

ABATE State Picnic
Date: July 24-25
Info: (505) 585-9789

1st Mountain Head for the Hills Poker Run
Date: August 8
Info: (505) 832-9450

NEW YORK

ABATE of New York
Info: (607) 387-3433

Oneida Dice Run
Date: July 10
Info: Jim (315) 831-5726

E. Suffolk ABATE Treasure Hunt
Date: July 11
Place: Riverhead
Info: (516) 369-5554

Orleans ABATE Dice Run
Date: July 24
Info: Mark (716) 735-7792

SW ABATE Dice Run
Date: July 24
Info: Butch (716) 792-4826

Buffalo Mystery Ride
Date: July 25
Place: Southgate Plaza, West Senaca
Info: Pete (716) 655-6473

Monroe ABATE Ride '99
Date: July 25
Info: (716) 234-0895

Genesee-Wyoming ABATE Bike Show & Tattoo Party
Info: Walt (716) 542-3246

Oneida ABATE Bike Show
Date: July 31
Info: Jim (315) 831-5726

Ride For Kids
Date: August 1
Place: Harriman
Info: (800) 253-6530

Tompkins ABATE Ride Around the Lake
Date: August 8
Info: (607) 564-7578

Eastern District Campout
Date: August 13
Place: Frank's Farm, Hudson
Info: (516) 369-5554

Wayne-Seneca Toy Run
Date: August 14
Info: Mike (315) 597-8937

NORTH CAROLINA

Concerned Bikers Assn.
Info: (910) 866-5434

CBA/ABATE Brunswick Co. Chapter Spring Party
Date: July 24-25
Info: (910) 842-8855

CBA/ABATE Raleigh Co. Chapter Trophy Run
Date: August 14
Info: Carl (919) 639-3158

CBA/ABATE Chatam County/Raleigh County Chapter Trophy Run
Date: August 14
Info: Iris (919) 528-9164

NORTH DAKOTA

ABATE of North Dakota
Info: (701) 223-5609

Fargo H.O.G. Minohmen MDA Run
Date: July 10
Info: (800) 726-4094

ABATE Heart O' The Lakes Bike Show
Date: July 17
Info: (218) 846-9861

Ladies Run to Lemmon, S.D.
Date: July 17-19
Info: (701) 223-5609

Zorba's Ride For Eyes
Date: July 24
Info: (218) 847-5305

Dist. 4 Toy Run
Date: July 24
Place: Grand Forks
Info: (701) 775-0190

VNVMC Fun Run/ABATE Dist. 4 Toy Run
Date: July 24
Info: L.T. (701) 282-9518

Ma's Cycles/Don Baspaly Memorial Run
Date: July 31
Place: West Fargo
Info: Bob (701) 277-4584

Dist. 7 Fun Run
Date: August 7
Place: Carrington
Info: Tim (707) 652-2443

OHIO

ABATE of Ohio
Info: (800) 252-4537

ABATE/CMRO Reg. 15/16 Bologna Run
Date: July 10
Info: (800) 25-ABATE, (440) 298-3352

ABATE/CMRO Reg. 1 Run
Date: July 11
Info: (440) 298-3352

Reg. 2 Russel Nocera Memorial Scholarship Run
Date: July 17
Info: (800) 252-4537

Reg. 6 Bill Memorial Run
Date: July 17
Place: Clark County
Info: (800) 252-4537

Ride For Kids
Date: July 24
Place: Marysville
Info: (800) 253-6530

Reg 1 Liberty Weekend
Date: August 13-15
Info: (800) 252-4537

Reg. 5 Sturgis East
Date: August 14
Info: (800) 252-4537

Reg. 10 Milkshake Run
Date: August 15
Info: (800) 252-4537

Bear Creek Biker Bash
Date: August 20-22
Info: http://members.aol.com/abatezero; wfsufrin@aol.com

Run Between the Lakes
Date: August 21
Place: starts at Anchor Inn, Lake Mogadore
Info: Bill (330) 425-7830; billbobbs@aol.com

OKLAHOMA

ABATE of Oklahoma
Info: (918) 836-9559

Central Okla. Dist. ABATE After The Races Party
Date: July 17
Info: (405) 329-7254

OREGON

ABATE of Oregon
Info: (503) 285-4329

ABATE South Coast Chapter Coos River Run
Date: July 16-18
Info: Bud (541) 267-2523

Central Ore. Timed Ride
Date: July 24
Info: Jay (541) 389-6773

S. Oregon Poker Run
Date: July 24
Info: (503) 254-3259

ABATE Washington Co. Chapter Boys & Girls Club Benefit Run
Date: July 24
Info: Ted (503) 640-5756

Spokes and Spurs Rodeo
Date: July 30-Aug. 1
Place: Eugene
Info: (541) 685-9489

Columbia River Chapter Run to the Sun
Date: July 31-Aug. 1
Info: (503) 282-4604

PENNSYLVANIA

ABATE of Pennsylvania
Info: (717) 234-3777

Easyriders Rock-N-Blues Festival
Date: July 23-25
Place: Prospect
Info: (800) 962-9857

RHODE ISLAND

R.I. Motorcycle Assn.
Info: (401) 722-1122

Photo: Mike Lichter

SOUTH CAROLINA

ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA

ABATE of South Dakota
Info: (605) 347-4009

Sturgis Rally & Races
Date: August 8-15
Info: (605) 347-4595; http://rally.sturgis.sd.us

TENNESSEE

CMT/ABATE of Tenn.
Info: (615) 883-5024

TEXAS

ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Live Oak Resort Run
Date: July 10
Info: (409) 878-2216; Lor@Myriad.net

UTAH

ABATE of Utah
Info: (801) 627-1117

Central Utah July Blast
Date: July 16-18
Info: (801) 627-1117; www.inqvo.net/nslink/

N. Chapter Raspberry Run
Date: July 23-25
Info: (801) 627-1117; www.inqvo.net/nslink/

Caesar's Devil's Slide Ride
Date: August 1
Info: (801) 627-1117; www.inqvo.net/nslink/

No Snivelers Run
Date: August 7
Info: (801) 627-1117; www.inqvo.net/nslink/

VERMONT

Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA

ABATE of Virginia
Info: (804) 846-8810

Old Dominion Chapter Edgar Fraver Memorial Poker Run
Date: July 11
Info: (703) 321-0714; www.erols.com/ingers-ki/abate.html

WASHINGTON

ABATE of Washington
Info: (425) 643-9675

Lewis County Chapter Un-Sturgis Run
Date: August 6-8
Info: Indian Mike (360) 330-8486

WASHINGTON, D.C.

ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA

ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN

ABATE of Wisconsin
Info: (715) 284-7415

ABATE State Party/T&T Riders Flattrack Races
Date: July 16-17
Place: Clark County Fairgrounds, Neillsville
Info: (715) 284-7415
www.abatewis.org

WYOMING

Wyoming Assn. of Concerned Motorcyclists
Info: (307) 235-1324
ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

Cheyenne/Casper/Cody Run to the Wall
Date: July 9-11
Info: (307) 532-8352

ABATE of Cheyenne Overnighter
Date: July 10-11
Place: Hidden Valley on the summit between Cheyenne and Laramie
Info: (307) 532-8352

Balloon, Car, Bike Rally
Date: July 16-18
Place: Riverton
Info: (307) 532-8352

Central Wyoming ABATE Natural Bridge Run
Date: July 17-18
Place: Kaycee
Info: (307) 532-8352

ABATE of Albany County Poker Run
Date: July 17
Place: Laramie
Info: (307) 742-5258

Maverick Cycles/ Cheyenne ABATE Poker Run
Date: July 24
Info: (307) 532-8352

Cheyenne ABATE Duck Races
Date: July 28
Place: Eagles Nest
Info: (307) 532-8352

NATIONAL

American Motorcyclists Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA

British Columbia Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE

Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

German Bike Week
Date: July 3-5
Info: Flughafen Haan 011 49 6232 629 530

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax (818) 889-5214; www.easyriders.com

A Diamond in the buff.

—*Tracey Romanon, Her Vision Photography, Ontario, Calif.*

Well, it's in the wind, right? —*M. Hanula, Russellville, Ark.*

Look, Ma, no hands. —*M. Sivilli, Newburgh, N.Y.*

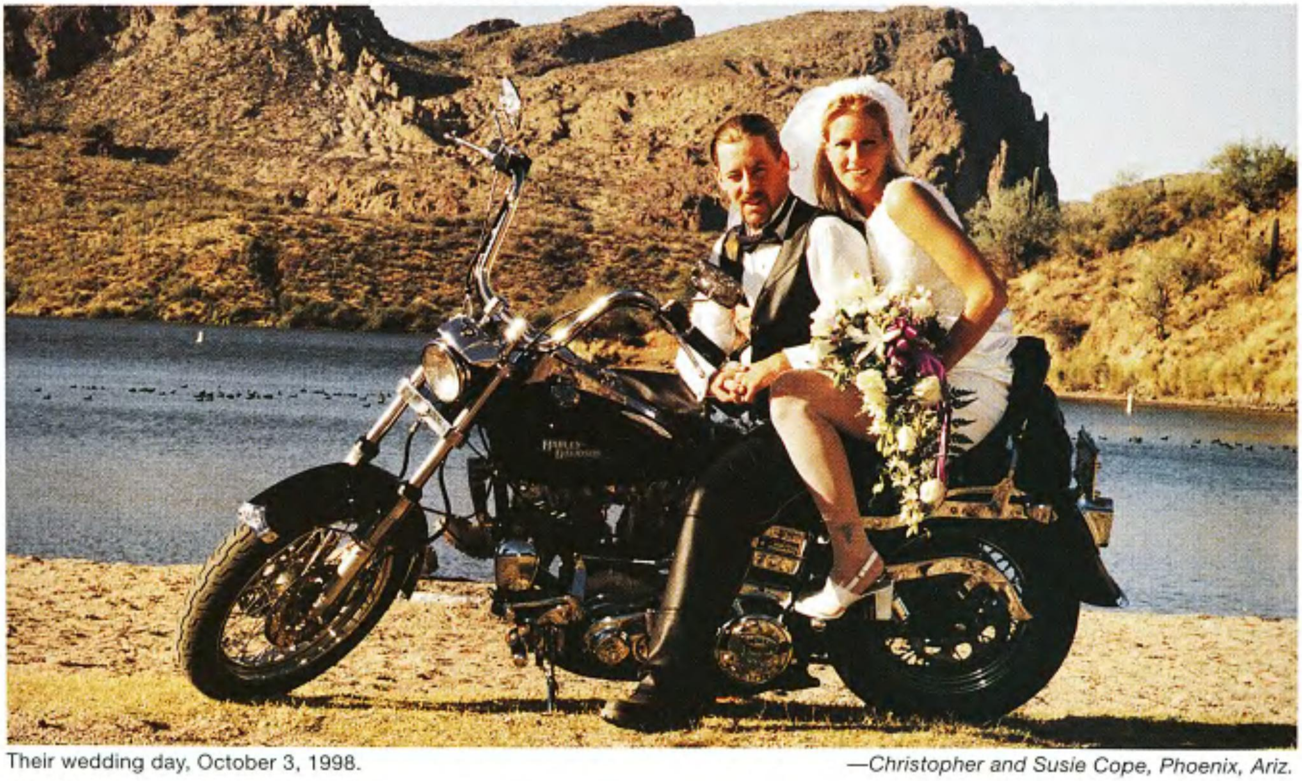
They went thataway! James Keen, Chicago Police Dept. circa 1940. *—Jerald W. Huston, South Elgin, Ill.*

The Easyriders of Reno gang. *—Brownie, Reno, Nev.*

—J. Michael Johnson, Daytona Bike Week '99

Safetycrats at work. *—Frank Almeida III, Providence, R.I.*

Bob Harton sits on his '50 Pan chop in record-setting snowfall. Big balls, but they're frozen. *—Marianne Harton, Chicago, Ill.*



Their wedding day, October 3, 1998. *—Christopher and Susie Cope, Phoenix, Ariz.*

Show-off. —*Bret Brandt, Waterloo, Iowa*

Ham-n-Jam, Hulett, Wyo. —*Vic Pecorino*

Objects in mirrors are closer than they appear. —*Sandra Jackson, Riodoso, N.M.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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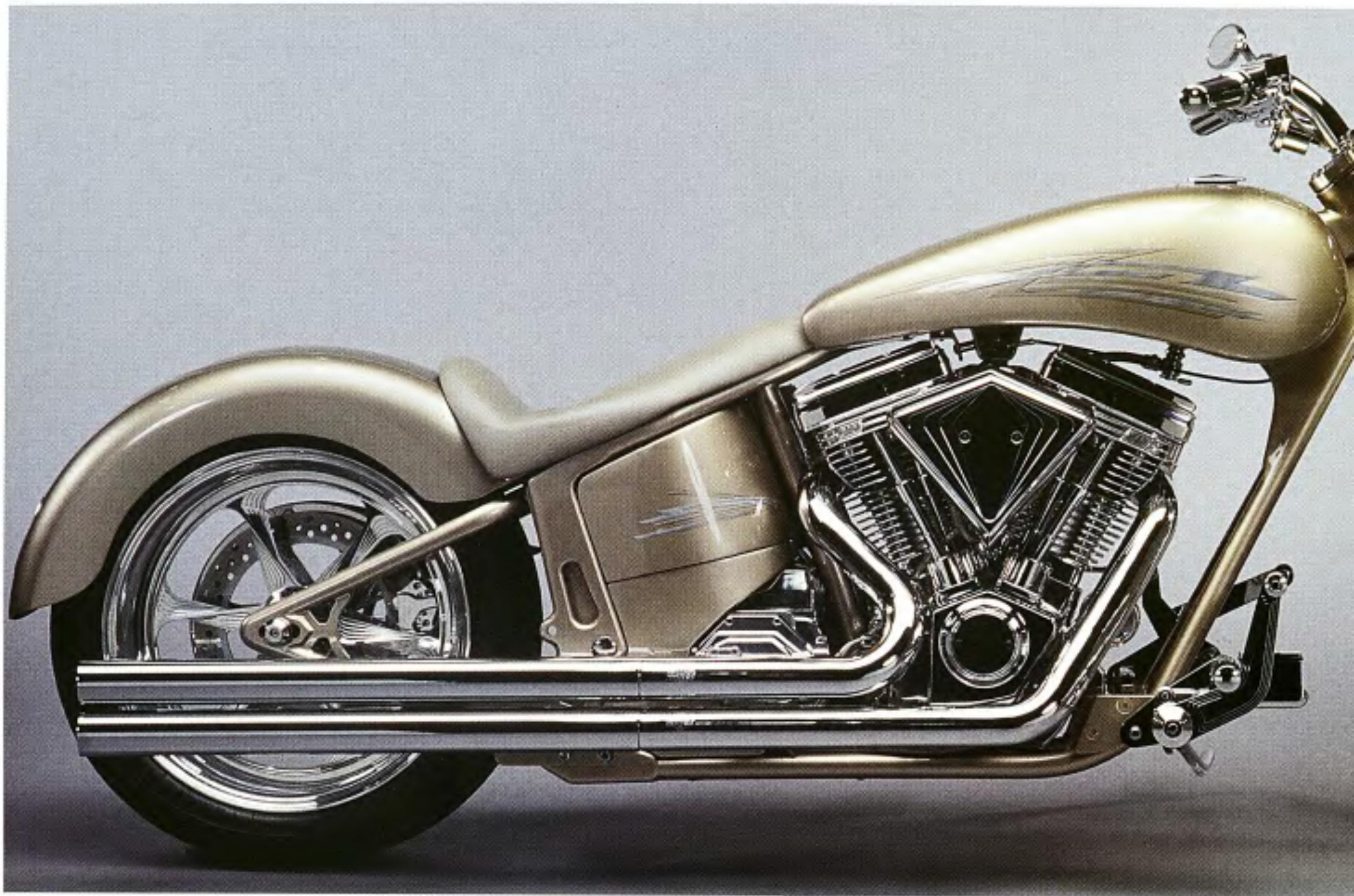
debut

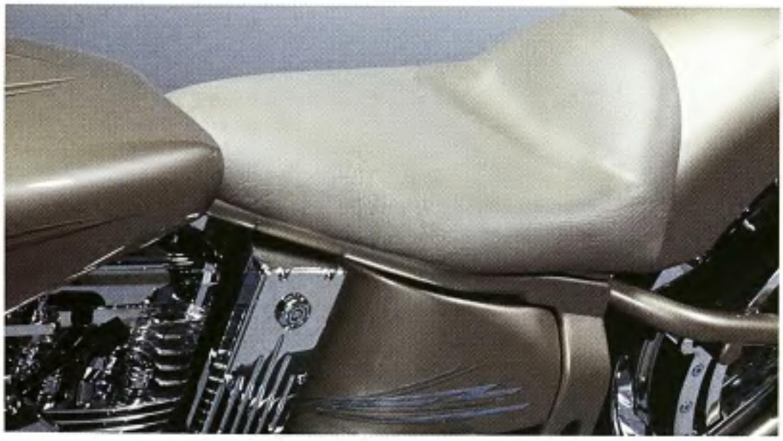
breakin' in at the top

The rider's first attempt at creating a full-bore custom bike garnered top awards in the first two shows he entered. Highly unusual to say the least, but that's exactly what happened when John Schultz competed this ultra-clean road rocket. In fact, the last coat of paint was barely dry before this sleek screamer had taken Second Best of Show at the 1999 Easyriders Bike Show in Phoenix, as well as First Place in the World of Wheels competition. In John's case, immediate success is a natural consequence of a lifelong interest in motorcycles and of owning his general contracting company, Schultz Development, for 12 years, where he designs and builds high-end custom homes in his native Arizona. "In many respects," he states, "building a custom motorcycle is similar to the work I do for my clients. There's a certain budget and specific features and so forth. We try to design and build what's wanted within that context."

For his first custom thoroughbred, John insisted that the design be clean and understated—nothing excessive or gaudy. Also, the bike had to be fast—very fast. Clearly, the scoot's frame would have to be stretched out to accommodate Schultz's own 6-foot, 8-inch frame. Also, building this marvel would involve no half-measures, no cutting corners.

"A lot of my buddies had taken stock Harleys and spent a lot of money customizing them," John says. "The results were nice, but I just never saw everything that I was looking for in a bike. So I decided that in order to get what I wanted, I'd have to build it from the frame up."





The integrity of the design is apparent at a glance. Anywhere you look, this bike displays scrupulous attention to detail and meticulous workmanship. To ensure that all of the elements came together harmoniously, John and ace customizer, Jim Nasi, did a complete mock-up in the raw frame, putting in the motor, tranny, oil bag—everything—prior to its disassembly for painting. Along the way, every weld was carefully detailed, the rear brake rotor was painstakingly moved behind the drive pulley in order to achieve the cleanest possible look, a license plate/LED light system was flawlessly blended into the rear fender, and a dazzlingly customized, 113-cubic-inch mill gave true Beast status to Schultz's Screamer.

"It rides great," says John. "It wouldn't be my first choice to go on four hundred-mile rides, like I do on my Road King. But it's exactly what I set out to build—an exceptional, 'round-the-town, bar-hoppin' bike."

Well, John, in case there's any doubt—mission accomplished.

—*Tex Campbell*

S&S
S&S

Owner: ....John Schultz
City: ....Paradise Valley, Arizona

General

Fabrication: ...J. Nasi Customs/Saxon
Year/make: ....1998 Custom
Assembly: ...J. Nasi Customs/Saxon
Chroming: ....Pete's Plating

Engine

Year/model: ....1998 S&S Supersidewinder
Rebuilder:..................Chuck Ashley
Ignition: ....Crane H1-4
Displacement:......113 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads:....................................S&S
Cam: ....Leinewebber E51
Carb(s):..................................S&S
Pipes:.......................Vance & Hines
Modifications:............balancing by Hi-Way Choppers, JIMS lifters, Ness air cleaner cover

Transmission

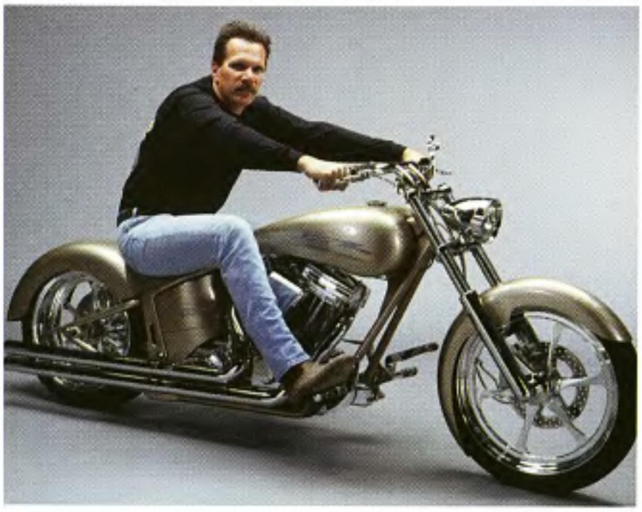
Year: ....1998 JIMS 5-speed
Modifications: ....Andrews gears, Compensator engine sprocket, P.M. wheel sprocket

Painting

Molding: ....Deano's
Painter:...............................Deano's
Color/type: ....champagne
Special paint: ....Mike Learn

Frame

Year/type:............1998 Softail-style
Builder: ....Ness/Daytec
Modifications:........35-degree rake, 5-inch stretch, sheet metal by Nasi



Accessories

Bars: ....1 1/2-inch Carlini
Handlebar controls:....Performance Machine
Fender(s):...........Jesse James/Nasi
Headlight:......................Headwinds
Taillight: ....Nasi/Saxon
Speedo: ....Ness
Pegs: ....UMI
Electrics:......................Nasi/Saxon
Gas tank: ....Ness
Oil tank:..................................Ness
Oil system: ....custom
Seat:..Nasi
Mirrors: ....PY Originals
Grips:....................Custom Chrome

Forks

Type: ....Boyd's 41 mm
Builder: ....Nasi/Saxon
Modifications: ....2 under

Wheels

Front

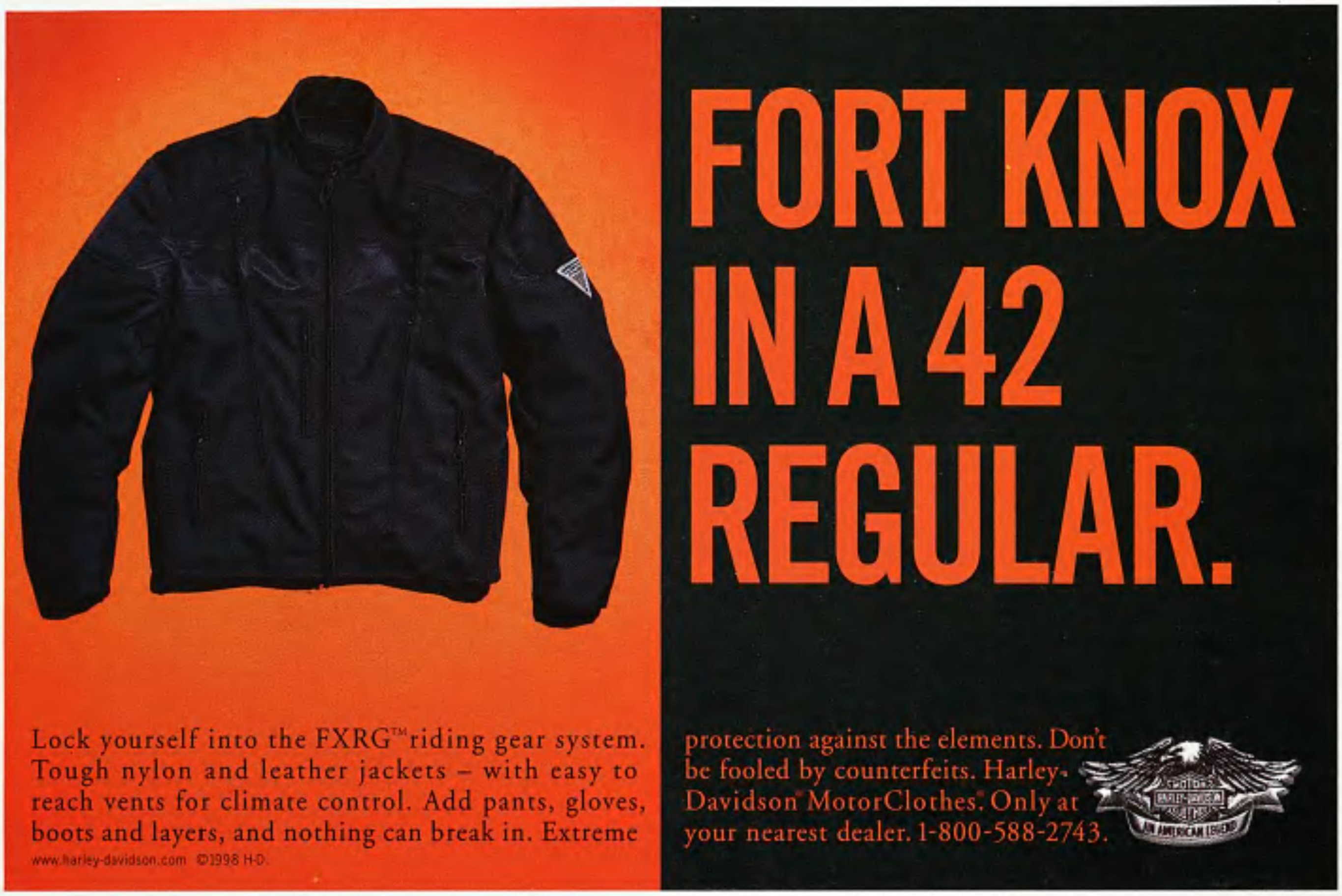
Type: ....Perf. Mach. Twister
Size:....................................21-inch
Tire: ....Avon
Brake: ....Ness

Rear

Type:............Performance Machine
Size:....................................17-inch
Tire:.......................................Avon
Brake: ....Performance Machine

Photos: ....Paul Martinez

2ND BEST OF SHOW
Easyriders Bike Show Tour Phoenix, Arizona, Jan. 30, 1999. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.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FoxHunt

Meet March's Winner

This month's winner is gorgeous Southern belle Jamie from Loozyanna. As you may have already guessed, she's awful shy and demure like. Yeah, right! If you believed half of what we told you about her photo shoot in Florida, you'd already be wiping the sweat off yer brow. This radiant redhead had the joint rockin'! In fact, it was all our professional-like photog could do to keep her in one place long enough to do the shoot. Ya can't blame her, though. I mean, we *did* send her to the Sunshine State—which translates into great weather and fiery Jamie wanting to hit the beach and shoot some "other" photos! Poor ol' Don, he has it so rough! Speakin' of which, he never did send those "other" photos to us ... When the lovely Jamie isn't smoldering under our lenses, she's breaking hearts all over the state of La Louisiana. Tired of just this tease photo? Well, turn to page 100 and get an eyeful of her on Dale Montgomery's 1999 Custom, a stunner in its own right that took Best of Show: Judged Class at our Charlotte, N.C., Bike Show.

—Sherwood O'Dunner

Colleen—North Carolina

#801

Eve—California

#802

"My first ride was on the back of my husband's Low Rider; the best part of the ride came later."

"I was so-o-o-o wet, and there wasn't a cloud in the sky, or rain forecasted for a month!"

Jewellie—Texas

#803

Denise—Pennsylvania

#804

"On my first ride I felt as one with everything real and true—a celebration of life."

"It was exciting and sexy! The ride sent chills all over my body."

Tracey—Massachusetts

#805

Teresa—Kentucky

#806

"My first ride was with my mom. After I got off the bike, she rode through a chain-link fence! I've been hooked ever since."

"My first ride was very intense! Now, the only things I ever want between my legs are hard men and fast Harleys!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #314 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes July 1, 1999. The voting deadline for this month's crop of cuties is July 31, 1999. We'll print the winner in the December 1999 issue.

Here she is, bros, the April 1999 winner in our monthly Fox Hunt, Valerie, #401, from Bronx, New York. See more of her next issue.

314

FOX HUNT
P.O. Box 3000,
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am _____ years of age, born ____________________
I will pose Full Nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

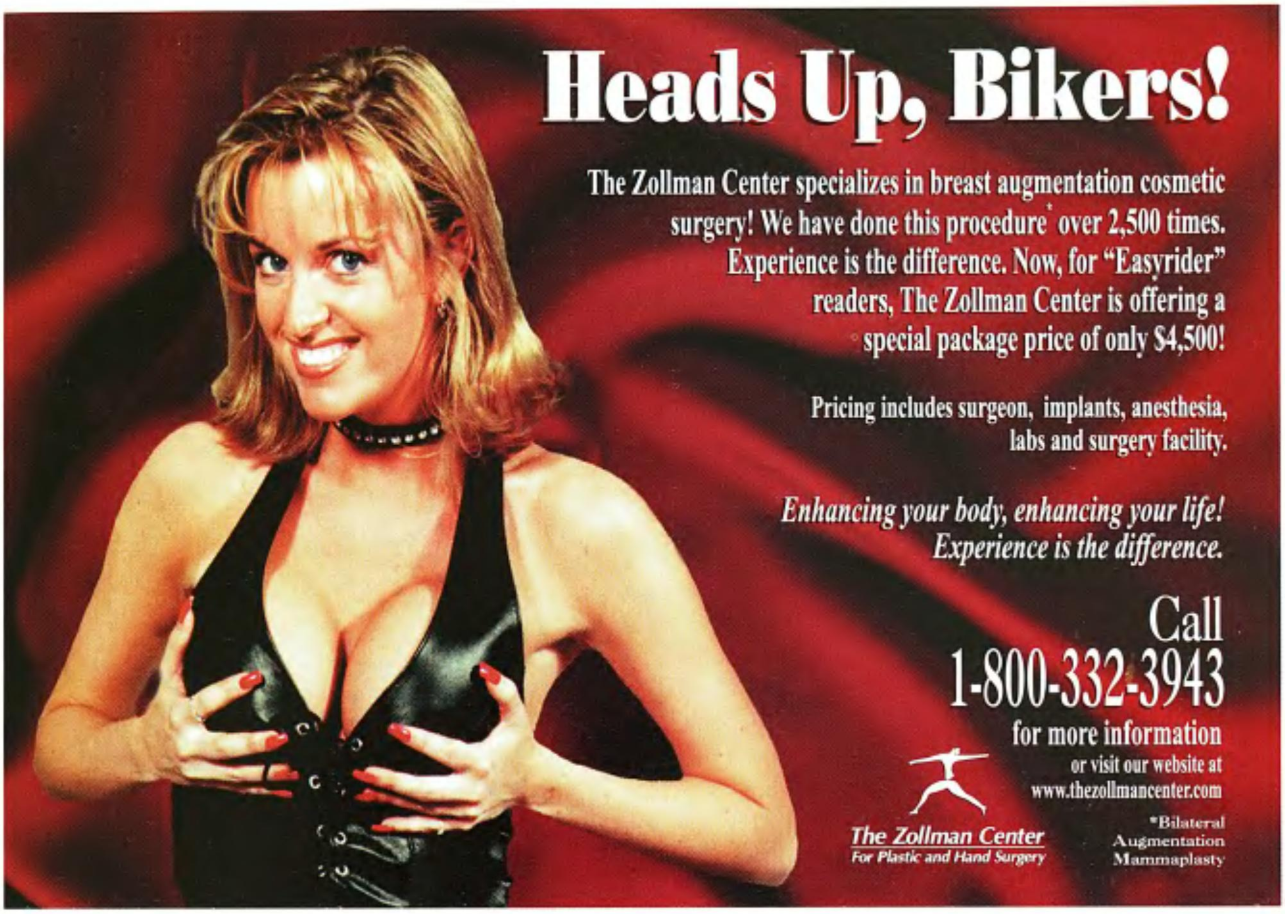
Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____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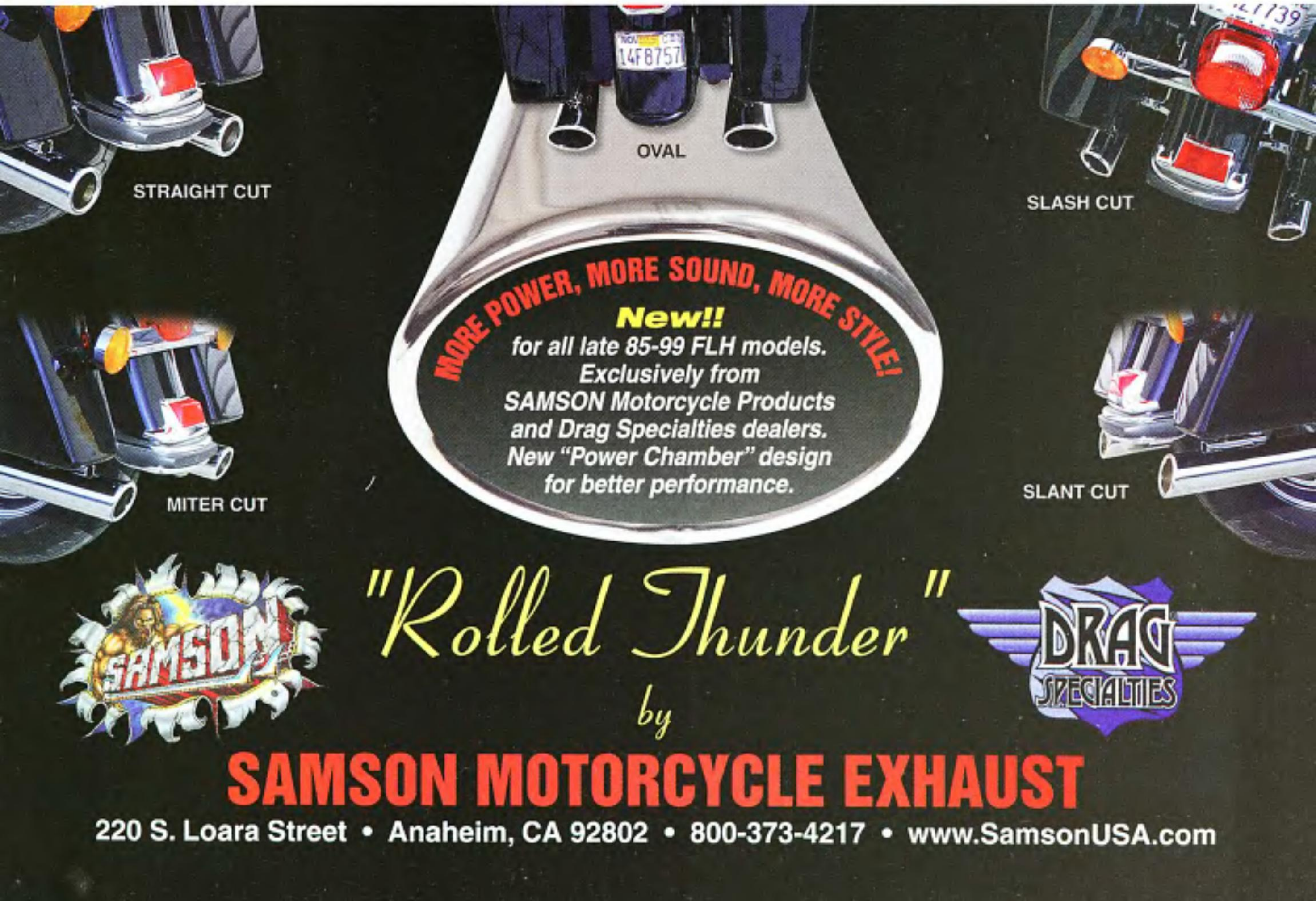
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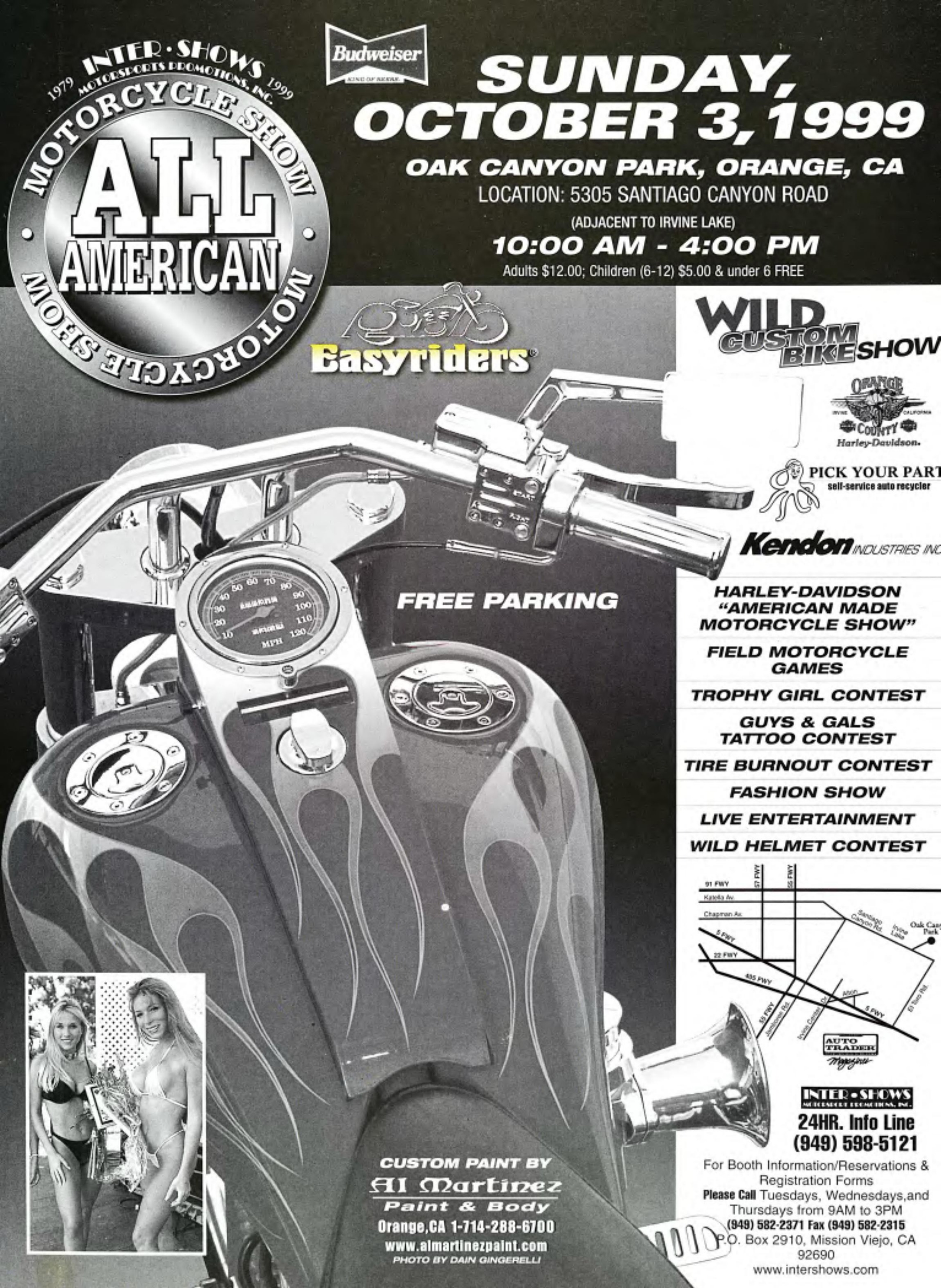
VQ: For The Cycle Connoisseur

Easyriders has been bringing you the coolest bikes of the custom world since 1971. Over the years the motorcycling audience grew and diversified and with it, we changed too. Back in 1994, our publisher, Joe Teresi, saw a market niche worth exploring—namely, the high end customizer whose bikes are the stuff dreams are made of. The result was *V-twin Quarterly*, or *VQ* for short. This big, glossy, perfect-bound book was to offer the crème de la crème of the two-wheeled world, the finest products, the up-scale parties, and naturally, the most farout motorized creations on the planet.

We began with a connoisseur's collection of Dream Bikes that brought your Harley fantasies to life, custom-sculpted in steel and chrome. Over the years we visited motorcycling celebrities such as millionaire Malcolm Forbes, country singer Alan Jackson, and riding TV heart-throb Lorenzo Lamas. We've also featured a master bike builder in every issue, beginning with Donnie Smith and going on to showcase the talents of Rick Doss, Kenny Boyce, Billy Westbrook, Bertrand Dubet, Don Hotop, Dave Perewitz, Ron Simms, Cyril Huze, Arlin Fatland, Claude Babot, Arlen Ness, and many more. Since issue Number 1, *VQ* has brought you customizing ideas and the wildest custom scoots from cover to cover. If pushing the customizing envelope past the sticky part is your thing, *VQ* is the magazine for you.

Never ones to rest on our laurels, *VQ* continues to change and evolve with the times. Not long ago we expanded the magazine to include touring articles and more recently we noticed an amazing upswing in the metric cruiser market. In fact, last year more than 100,000 Japanese cruisers were sold in America and acceptance to metric cruisers among Harley riders has grown incredibly. Plus, many customizers, including such venerable names as Arlen Ness, are creating aftermarket parts for these bikes. We didn't want to miss out on this growing segment of the market and will be adding a metric test bike to every other issue, as well as a customized cruiser to every issue of *VQ*.

Be sure to check out our exciting soon-to-be-released October 1999 issue, Number 28, which features Master Builder Eddie Trotta, as well as Titan-ridin' NBA star, Shaquille O'Neal. Fresh from the Daytona ocean breezes, we'll offer all the excitement of the ultimate party, *VQ* Biker's Ball, a piece honoring the greatest motorcycle racers of the 20th century, and our first-ever metric custom by Cobra. Check out the new *VQ* at your local newsstand or bike shop, on sale July 15.



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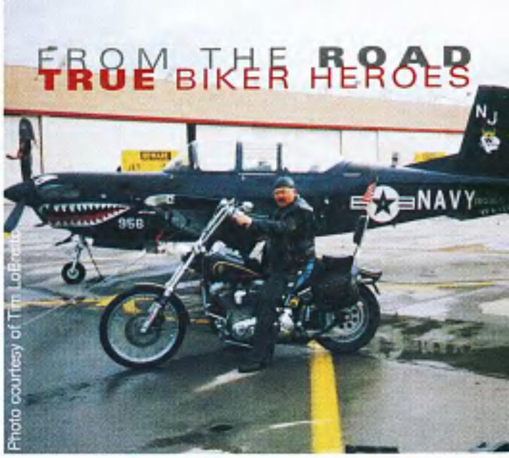
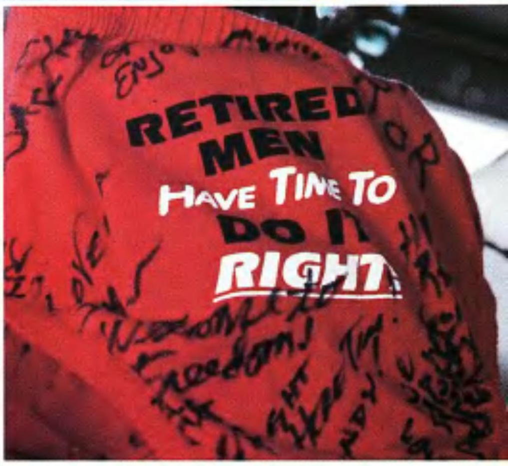


Photo courtesy of Tim LoBretto



Navy Chief (Ret.) Tim "LoBo" LoBretto at Lemoore NAS retirement ceremony.

LOBO LEAVES THE NAVY

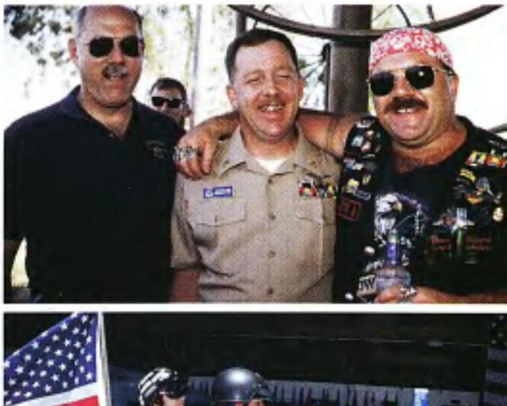
and it's ... ANCHORS AWAY FOR CHIEF LOBO

BRO RIDES OFF WITH A ROAR TO UNLIMITED LIBERTY

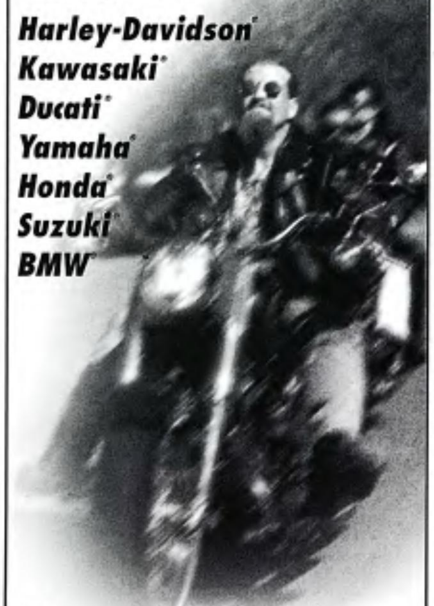
In the dawn's early light, rolling down a desolate road of American farmland, nostrils flared and lungs filled with the scent of fresh-cut hay, the overwhelming feeling of something as basic as our freedom to ride hits like bugs against a windshield at twilight.

It was with this weight of patriotism in the heart that a group of nearly 100 other like-minded bikers converged in the early summer swelter of California's San Joaquin Valley to celebrate the retirement of a brother.

After 20 years of dedicated service to your country, it's only natural that you'd want to leave your mark. So when Navy Chief Tim LoBretto decided to play taps to his career, he did it with all the class that you would expect, as they rumbled their bikes through the base's gates,



BUILD IT FIX IT RIDE IT



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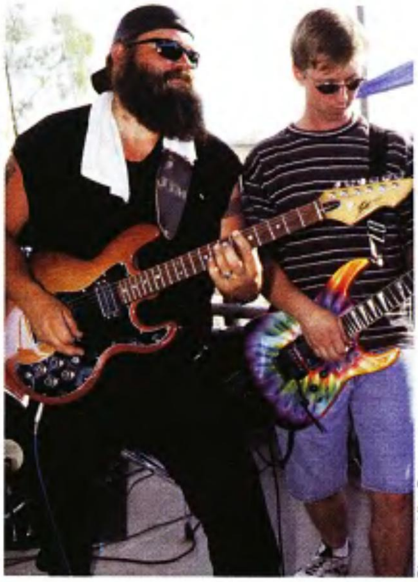

Photos: Kim Peterson

onto the tarmac and into the hangar at California's Lemoore Naval Air Station.

An odd mix of military tradition and regimentation met front wheel to nose cone with a respectful, heartfelt send-off for one of the Navy's best. Plain old biker pride in the U.S. of A. was in evidence as the bikes lined up next to F-18s sitting peacefully just outside a hangar that was set up for a ceremony with all the trimmings. A gigantic American flag provided the perfect backdrop for a series of speeches from LoBretto's commanding officers. The crowd, made up primarily of family and fellow bikers from California's San Joaquin Valley, was estimated to represent nearly 450 years of military service.

Tim, better known as LoBo to his riding bros and fellow servicemen, performed his duties in an exemplary fashion for 20 years and is an excellent representative for both the U.S. Navy and the brotherhood of motorcycling. Bikers know what it takes to keep this country free. LoBo made that sacrifice for two decades. Last June, on a steamin' hot afternoon he was honored with an array of gifts, including a Harley-Davidson flag, flown in direct from the factory in Milwaukee, an American flag folded triangular in a shadow box, a brass plaque commemorating his career, campaign ribbons, and a Chief's Anchor clock. In addition, LoBo, who rides an '87 Softail out of Hanford, received the Navy Commendation Medal, one of the highest peacetime medals awarded. He also received a thank-you note from President Clinton to go with testimonials from his superiors, Commander McCloskey and Command Master Chief Brian Branch. In addition, the additional warmth of having his young daughter, family, and bros there with him made it an experience to remember. Everyone felt the emotion, especially when LoBo walked away from the podium with his daughter to a red-carpet exit lined with at-attention salutes.

It was a once in a lifetime moment. LoBo had personally planned and put together this event with help from fellow swabbies Doc Ticer and Mark Craver. He carried full support and authorization of the brass, especially Captain McClain, himself a Pan rider.

After 20 years, LoBo felt that he was ready to retire. Yet, he still choked up with the realization that this part of his life would no longer be there. All the rituals and military demands would no longer affect him. It was a relief, as well as a sudden ending.

Civilian life began immediately with a full-tilt biker-style bash at the Lakeside Bar. It came complete with a band, barbecued pig, and lots of brewskis drained deep into the night.

LoBo made a quick uniform change from his formal pressed and creased military dress, to severely torn Levi's that allowed a view of his tattoos. He plans on staying in Hanford to raise his daughter and work in the construction trade on the base. He looks forward to "growing my hair long and adding tattoos." Primarily, he's anxious to make the runs with his bros and get a taste of the freedom that he helped maintain. And you can bet he won't be taking it for granted. For, as LoBo says, "Live your life large. Grab a handful of throttle because you never know what the future holds. Don't burn bridges. Freedom isn't free. The wings on this vest symbolize the blood sacrificed by many." Aye, aye!

—Kim Peterson

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July 2, 3, 4
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Harrington, DE
July 16, 17, 18
Delaware State Fairgrounds
(Rt. 13, South of Rt. 14)

Prospect, PA
July 30, 31, & Aug 1
Butler County Fairgrounds
(Rt. 422, 8 mi. W of Butler)

Fowlerville, MI
Aug. 20, 21, 22
Fowlerville Fairgrounds
(I-96 to Fowlerville exit, north to Grand River)

Chillicothe, OH
Sept. 2, 3, 4, 5, 6
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

Greenville, SC
Sept. 17, 18, 19
Greenville County Fairgrounds
(U.S. 25 1-1/2 miles N. of I-85)

Ft. Lauderdale, FL
Sept. 24, 25, 26
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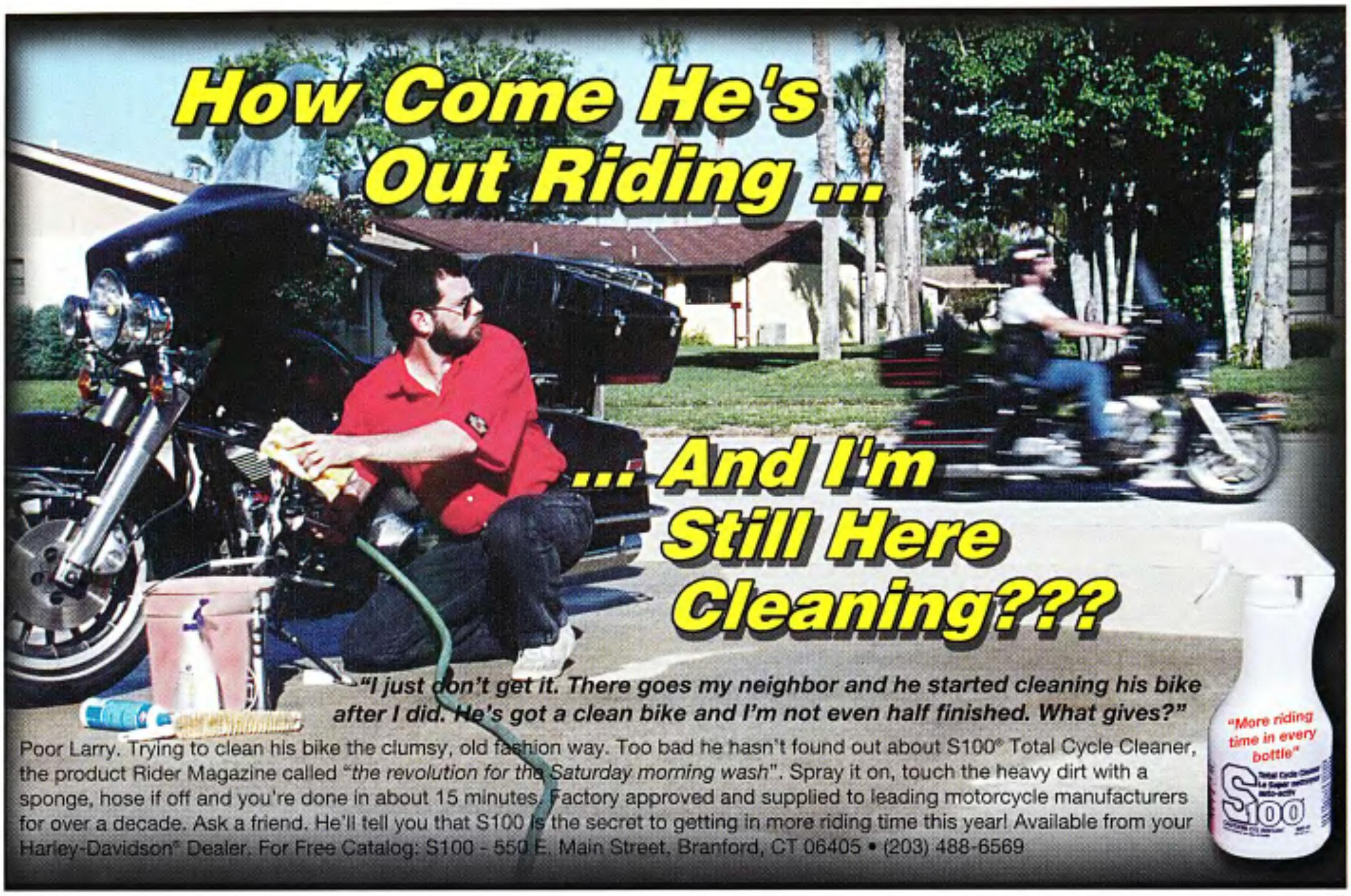
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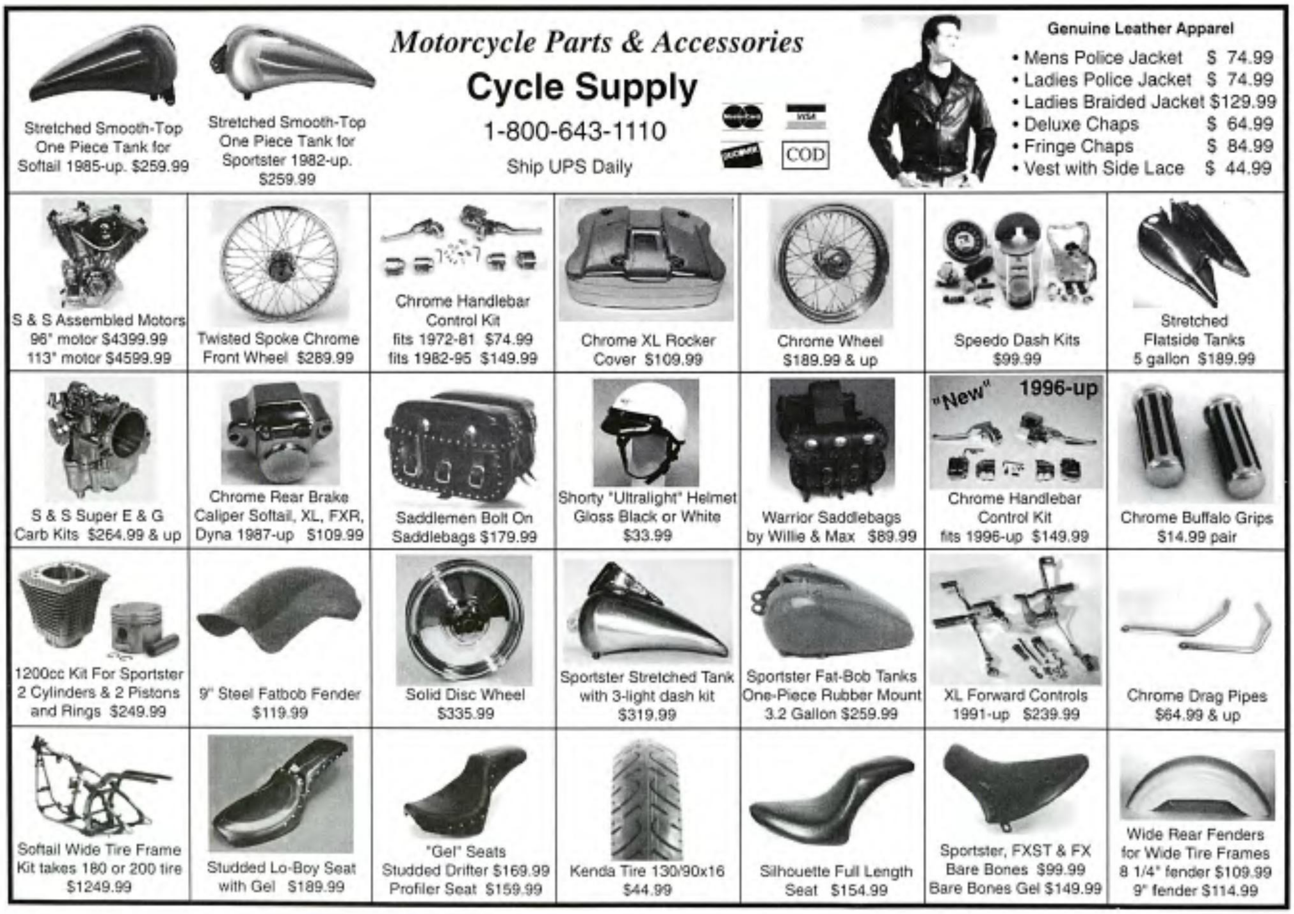
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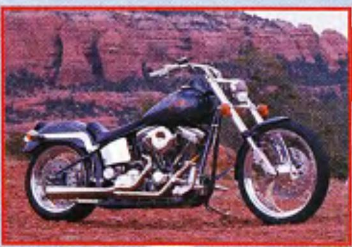
S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.

Titan



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Kit includes 42mm carb, filter adapter, throttle cables and instructions. Use your stock manifold and choke cable.

Application	Kit Number
• 1999 Dyna Models	HSR42-17-K
• 1999 FLH Models	HSR42-18-K

Suggested List Price $389.00

1999 Dyna 88 with HSR42 Carb Kit, Screamin' Eagle Air Cleaner Kit and Slip-On Mufflers tested on Dynojet 150 dyno. No other engine modifications.

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A Most Malleable Metal Masterpiece

If you stretched **Gumby** across a **Daytec** frame and painted him Wal-Mart bath towel **blue,** you might be able to give a **layman** a four-second description of **Dale Montgomery's** show-winning '99 Custom. As **rigids** go, this one gets there mighty damn **fast.** That's **exactly** the way Dale wanted his metal to **move.**

Hey, Pokey, Eat Your Heart Out

So how did this Best of Show winner (Judged Class) at the Charlotte, North Carolina, Easyriders Bike Show come to life? Seems Dale got tired of the getting close-but-no-Monica's-playtoy award in various shows with his three-time restored Sporty. No stranger to a wrench, Dale's patience was running kinda thin ... until he saw a bike at Daytona's Octoberfest that lit his waterproof fuse. It was an Eddie Trotta creation, and Eddie generously gave Dale the frame specs and a few other choice bits of design info.

Now Dale had been lookin' to move up to the big twin world for some time, and giving credit where it's often due, his wife suggested that he build one from the ground up rather than buying a bike and rippin' it apart. Oh, from the mouth of a babe ...

Dale cracked the spine on a parts

catalog, did his angular homework, and ordered himself a rigid Daytec frame with 45 degrees of rake and 5 inches of stretch. The look was his main goal; the details of the 96-cubic-inch motor and Delkron tranny (with Andrews gears) are all on the tech sheet.

Dale's next step was to load up his frame and visit Teddie's Hot Bikes to begin creative work on the soon-to-be exceptionally one-off gas tank.

"I told Teddie that I wanted to stretch the tank, make it six gallons and have no false cavities," Dale explains. "Teddie made a mold out of a wood carving, fabricating ribs the way you would build a ship. Then he formed aluminum around it. It took two months altogether, partly because I made an error as to where the tabs weld onto the bottom. I had them

setting back two inches farther than where they should have been."

With that problem eventually corrected, they went to work by modifying the Daytec oil tank. The Jesse James rear fender was then welded and molded into the frame with the radius cut on the each side to match the tire's contour. A 1/4-inch round solid steel bar was used a strut mount, a design inspiration from classic '70s choppers.

The next stop was a visit to Custom World and a whiz-bang body work hombre named Chester. Dale told Chester that he wanted only two things: a blue the shade of some Wal-Mart bath towels he'd seen (and bought for samples) and ribbons.

"I'd tried three different paint shops, looking for the right base color match, but no-go," Dale says. "Chester took the towel, grabbed a cup, went over to the paintmixer,

and next thing you know, there it was."

As for the ribbon request, Dale recalls, "Chester looked at me kinda weird, but I told him that back in the seventies there were a lot of ribbons on older choppers. He came up with this design here, and I let him run with it."

From there, Dale assembled his scoot nonstop for a week in his Florida sun room. When it came time to roll that rascal down the middle of Daytona Beach during Octoberfest, Dale figured that he turned more heads than our Fox Hunt winner, Jamie, in a short skirt on a windy day.

"It sounds like a top fueler, and when that back tire hooks up, it definitely pulls the front tire off the ground," Dale adds. "But the tank is what really gets 'em."

Yeah, but Jamie's frame is what really gets us.

—David Aldridge

Owner: ....Dale Montgomery
City: ....Brandon, Florida

General

Fabrication:...........................owner
Year/make:................1999 Custom
Model:................................Gumby
Assembly:............................owner
Chroming:...............S&H Chroming

Engine

Year/model: ....1999 S&S
Rebuilder: ....owner
Ignition:........ Crane Hi-4 single fire
Displacement: ......96 cubic inches
Lower end:..............................S&S
Pistons: ....S&S 10:1, domed
Cases: ....Delkron
Heads:..........S&S, ported/polished
Cam: ....S&S
Carb:.....Edelbrock twin dual carbs
Pipes: ....Vance & Hines
Modifications: ....S&S balanced, JIMS lifters, Edelbrock air cleaner

Transmission

Year/type: ....1999 Delkron
Modifications:........Andrews gears, Barnett clutch, 3-inch Primo open belt

Paint

Molding: ....Custom World
Painter: ....Chester
Color/type: ....teal blue/Sikken
Special paint: ....ribbon graphics-

Frame

Year/type: ....1999 rigid
Builder: ....Daytec
Modifications: ......45-degree rake, 5-inch stretch

BEST OF SHOW: JUDGED
Easyriders '98-'99 Bike Show Tour, Charlotte, N.C., Jan. 16, 1999. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

Accessories

Bars: ......1 1/2-inch beefies, Carlini
Handlebar controls: Billet Concepts
Fenders: ......Jesse James/Teddie's Hot Bikes
Headlight: ....Ness Grooved
Taillight: ....Beyond Bolt-On
Pegs: ....Pro-One
Foot controls:....................Pro-One
Electrics:..............................owner
Gas tank: ....Teddie's Hot Bikes
Oil tank: ....Daytec
Oil system:..............................S&S
Seat: ....Part Time Upholstery
Mirrors:....................Thunder Cycle
Grips: ....Pro-One

Forks

Type: ....Pro-One
Builder: ....owner
Modifications: ....4 over, ball-milled

Wheels

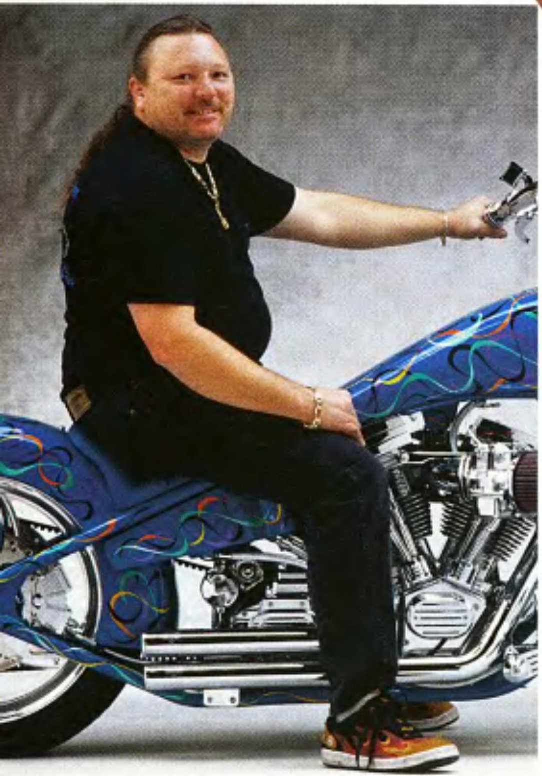
Front

Type: ....RC Comp Wizard
Size: 21-inch
Tire: ....Avon
Brake: ....Outlaw

Rear

Type:.RC Comp Wizard
Size: 18-inch
Tire: ....Avon 190
Brake: ....Outlaw

Photos: ....Michael Lichter, Don Rogers



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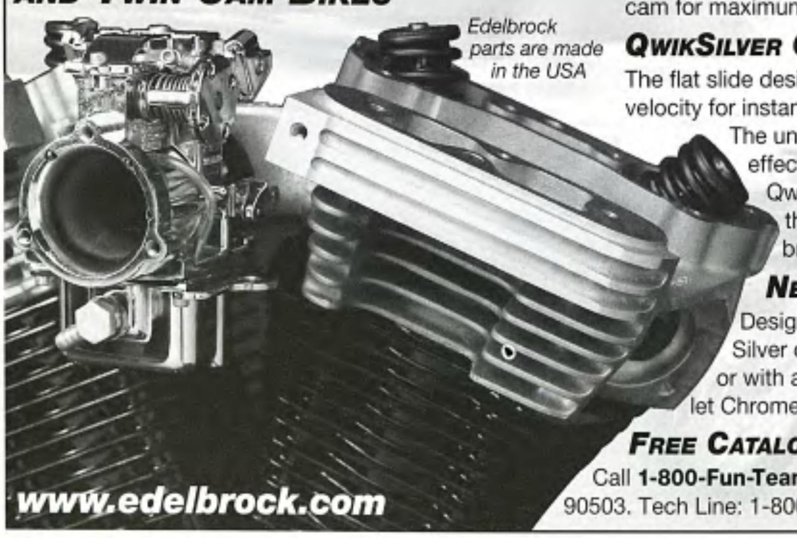

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Custom History: From

The quest for more horsepower and better handling has always been the symbol of achievement for manufacturers, racers and street riders. In 1903, Bill Harley and the Davidson brothers scrapped their first 10-cubic-inch displacement engine in disappointment. Its replacement was about tripled in size to 25-inch for their very next attempt. During the first few years, the Motor Company's bicycle-type diamond frames proved to be too weak to cope with engine vibration. The factory adopted a loop frame used by Joe Merkel and kept beefing it up until a satisfactory design for strength and durability was achieved.

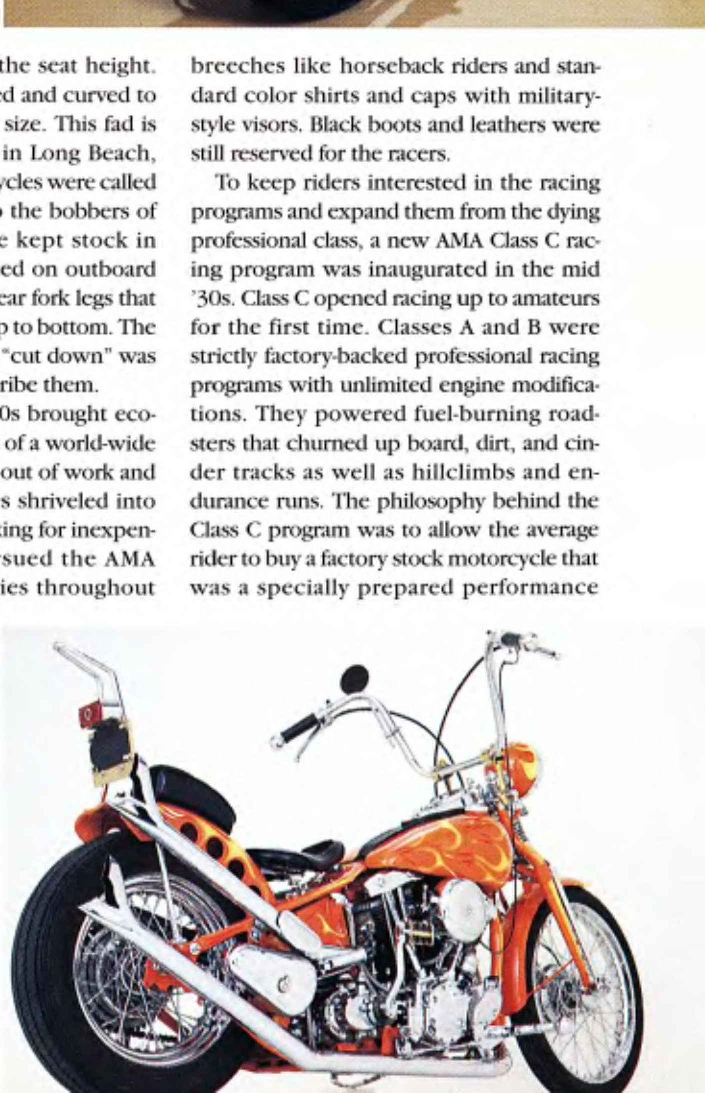
The teens witnessed a huge spectator popularity for auto and motorcycle racing. By the mid-teens, many manufacturers jumped on the racing band wagon to promote touring sales. It paid off with each win as the public equated winners with top quality.

The 1920s saw the rise of the American Motorcycle Association (AMA) not only sanction racing but provide venues for riders to enjoy group activities. Once the promoters lost their grip on the riders, the AMA started making rules and establishing standards for sponsored events. Racing went from the free-for-alls of the teens to formatted programs and rules regarding riders and their qualifications. If you crossed the AMA you would just as likely get blackballed from any future racing participation. This is where the term "outlaw biker" originated. Racers who rode in non-AMA sanctioned events or a dealer putting on a nonsanctioned race or hillclimb could be barred from further participation in AMA events. In the vernacular they were labeled as "outlaw" because they didn't comply with or adhere to AMA sanction and rules.

During these years, Harley suddenly reversed course and stopped factory-sponsored racing participation. That didn't stop the privateers from acquiring, riding, and winning the discarded factory racers and the late '20s Two-Cam road machines. Hot rod riders were fast to recognize the potential in this factory offering and soon the Two-Cam was showing up in every type of racing event. Street riders cut the frames and lowered the seat height. Handlebars were shortened and curved to fit the riders posture and size. This fad is believed to have started in Long Beach, California, and the motorcycles were called cut-downs as a prelude to the bobbers of the '30s. The forks were kept stock in length. The builders brazed on outboard vertical steel rods on the rear fork legs that straightened them from top to bottom. The frames were chopped but "cut down" was the termed coined to describe them.

The decade of the 1930s brought economic ruin with the onset of a world-wide depression. Millions were out of work and Wall Street paper fortunes shriveled into thin air. Motorcyclists looking for inexpensive entertainment pursued the AMA and dealer group activities throughout the '30s. A novelty was developing in the motorcycle world. The AMA emphasized a certain kind of dress code that Harley-Davidson dealers, in turn, could sell to club members and enthusiasts. Clubs promoted dressing in the same fashion and soon men and women were wearing rider's breeches like horseback riders and standard color shirts and caps with military-style visors. Black boots and leathers were still reserved for the racers.

To keep riders interested in the racing programs and expand them from the dying professional class, a new AMA Class C racing program was inaugurated in the mid '30s. Class C opened racing up to amateurs for the first time. Classes A and B were strictly factory-backed professional racing programs with unlimited engine modifications. They powered fuel-burning roadsters that churned up board, dirt, and cinder tracks as well as hillclimbs and endurance runs. The philosophy behind the Class C program was to allow the average rider to buy a factory stock motorcycle that was a specially prepared performance



Boppers To Choppers

"That's not a motorcycle, that's a CHOPPER, Baby!"—Bruce Willis in "Pulp Fiction"

machine in full dress. The rider was required to ride it to the race track, strip off the excess touring parts, and have a racer ready to compete on the program. In theory, this sounded pretty good, but it didn't work very well in practice. However, it did spawn a new version of the stripped-down bobber-style bike. The new Harley 61-inch OHV Knuckleheads were becoming popular with their speed, durability and classy art nouveau styling. By the mid to late '30s Al Crocker, a former Indian dealer in Los Angeles, manufactured his own cycle featuring a 61-inch OHV twin engine. It was introduced as a strictly souped-up street and track racer with a

Spartan hefty build, high-horsepower engine, beefy transmission, wild gas tank, and chopped fenders. Crocker used some available Harley and Indian components but his bikes were powered by a fire-breathing overhead valve 61-inch engine of his own unique design. Unfortunately, Crocker went out of the motorcycle business with the advent of WWII or the story might have taken a different turn.

The first half of the 1940s witnessed armed conflict on the world stage in the form of World War II. American prosperity

rebounded when it was over. Civilian riding and racing were put on hold until late in the decade. The war introduced many young men to riding military 45-inch twin solo models supplied by Harley and Indian, which were the underpowered and sparsely adorned olive drab cousins to the touring models. In the late 1940s the military discharged hundreds of thousands of men with back pay and a pent-up urge to blow off steam. Hollister's AMA race meet turned into a brawl in the little town in Northern California and lit up the media with a new source of sensationalism when a group of nonAMA riders showed up for the races. "Rowdy motorcycle riders create a riot in the streets and are jailed for disorderly conduct," papers reported. The front of a national magazine displayed a sodden, drunken biker slumping backward and drinking from a beer bottle on his cycle with beer bottles cluttering the gutter. Even though the photo op was staged by a journalist, a new threat was born. Mothers beware of the post-war-non-AMA affiliated "outlaw" biker.

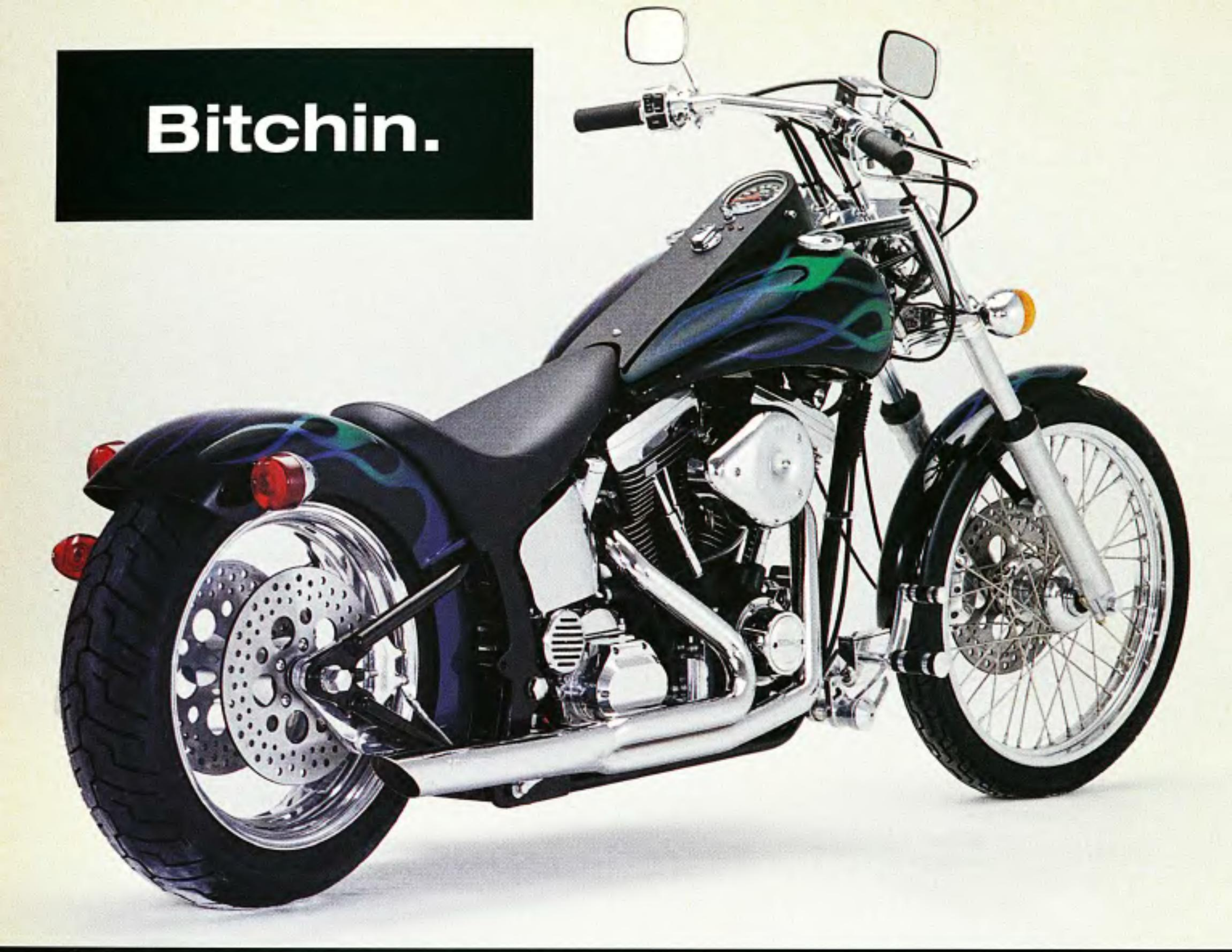
In 1954, *The Wild One* made movie history, featuring Marlon Brando on a Triumph. He portrayed the anti-hero outlaw biker trying to win the local beauty and battling an opposing outlaw gang, led by non other than the really crusty Lee Marvin on a Harley bobber.

As the decade of the 1950s got up and running, Levi's trousers and black leather jackets took the place of the uniform style of the '30s AMA club riders. *Rebel Without A Cause* with James Dean continued the media frenzy. In the movie, two outlaw hot rodders play chicken, racing side by side toward a cliff over the ocean. Whoever jumps out of his stolen car first is the chicken. Our hero James Dean wins by default when the other guy's clothes get caught on the door handle and he can't jump to safety and subsequently goes over the cliff. Beatniks joined the bikers in exhibiting their anti-establishment dress and behavior in the late 50s. The bobbers of this period were stripped-down stock Harleys and Indians with chopped fenders and wide tires. No custom aftermarket parts had surfaced, so the riders individualized their bikes with simple changes that included using XA forks, shortening fenders or removing excess dresser parts.

In the middle of this activity was a little-known pinstriper in Southern California painting cars, trucks, and motorcycles in

an all but forgotten art form. He was a pinstriper, painter, cartoonist, machinist, and customizer. His medium was guns, knives, hot rods and motorcycles. His striping became so popular that it was referred to as "Dutched." Formally untrained, Von Dutch's father, an old world craftsman, taught him to letter and paint from the time

Bitchin.



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he could walk. He did not socialize as a child. He buried himself in reading about art, manufacturing, and explosives. Self-taught as a gunsmith he was in great demand by gun shops while still attending high school. He was entrusted with a brand-new black Gull-Wing Mercedes when he saw the Mercedes covered in vertical red and yellow flames from front to

back. The flame job was an immediate success with hot rodders and motorcyclists. This leap from the conventional started a whole new direction for the anti-establishment minded.

At what point in time did custom choppers explode on the scene and eclipse stock machines in popularity? When motorcycling as a sport was trying so hard to be accepted as mainstream, the1960s

radical custom chopper came along to serve as the icon vehicle for the rowdy youth of the day to alienate straight society.

Maybe defining choppers will help. What most nonmotorcycle people envision a chopper to be is an unsafe, stripped-down Harley-Davidson that strikes fear in the hearts of cage drivers and purple-haired old ladies wearing coke bottle glasses. In reality, a chopper is a long, wide forked, low profile, ape-hangered, dual-piped, noisy big twin Harley. Take the front fender off of a springer fork or wide glide, and you've got a wider looking front end. Replace the saddle tanks with a peanut tank, bolt up two extra long straight pipes and top the forks with sky-high handlebars and you have a nonconforming, confrontational, stripped down, noisy chopper. Add to the recipe a wild-eyed, tattooed Tasmanian devil, weaving down peaceful city streets at high speeds, and you have a chain spinning custom chopper ridden by an outlaw biker.

Names like Ed Roth, Von Dutch, Gary Littlejohn, C.B. Clauson, Ron Paugh, Gary Bang, and Bill Carter were synonymous with the movers and shakers of the custom chopper era.

The aforementioned contributed to innovating the flame painted, extended fork, chrome-plated terror on two wheels. When did the novelty start? Choppers evolved for 20 years following *The Wild One.* Lots of talented artists, new aftermarket dealers, foreign manufacturers, film and TV producers, Vietnam Vets, and outlaw bikers contributed to solidifying the resulting crazy and barbaric image and new reality. An entire new motorcycle fashion

industry was born with the advent of the custom chopper and 35 years later it is a multi-billion-dollar industry that is still growing. The chopper's popularity grew with the youth of the day who identified with all that was wrong with American post-war culture. The baby-boomers, born after WWII, were making their right of passage into adulthood and wanted to be heard. Rock 'n' roll was growing exponentially in popularity.

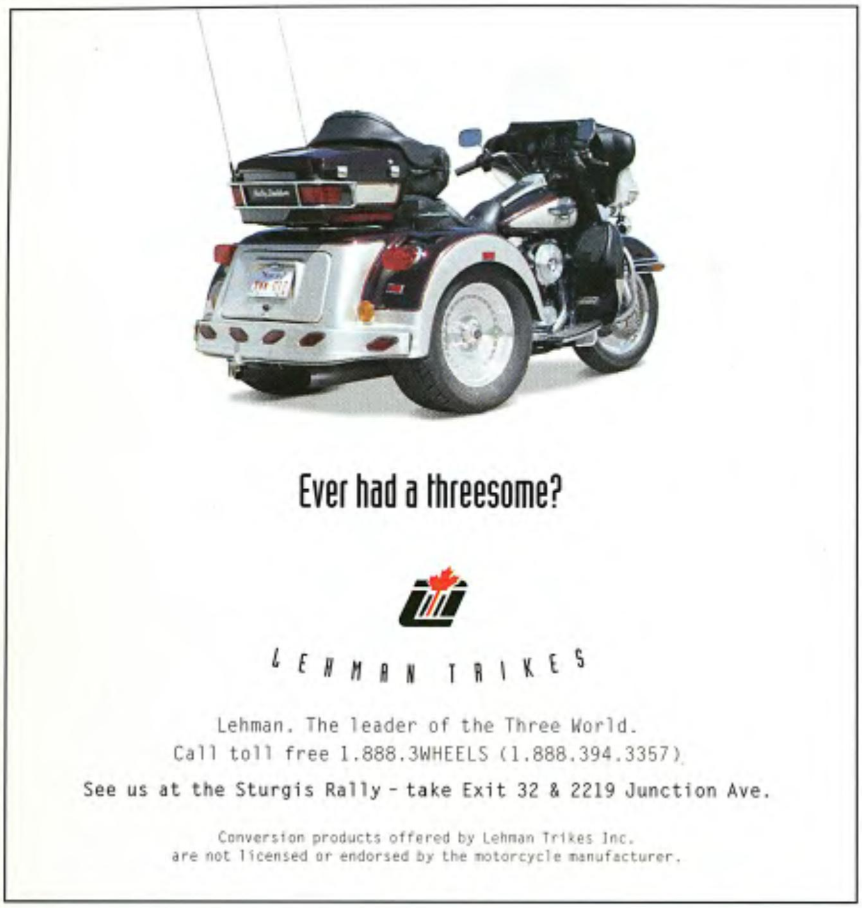
When did the extended-fork craze come into fashion, turning the bobber from its racing origins into the flamboyant, uncivilized, flamed-out chopper of *Easy Rider* fame—complete with apehangers, narrow front wheels, nonbrake hubs, straight-pipes, and the re-emergence of the rigid frame?

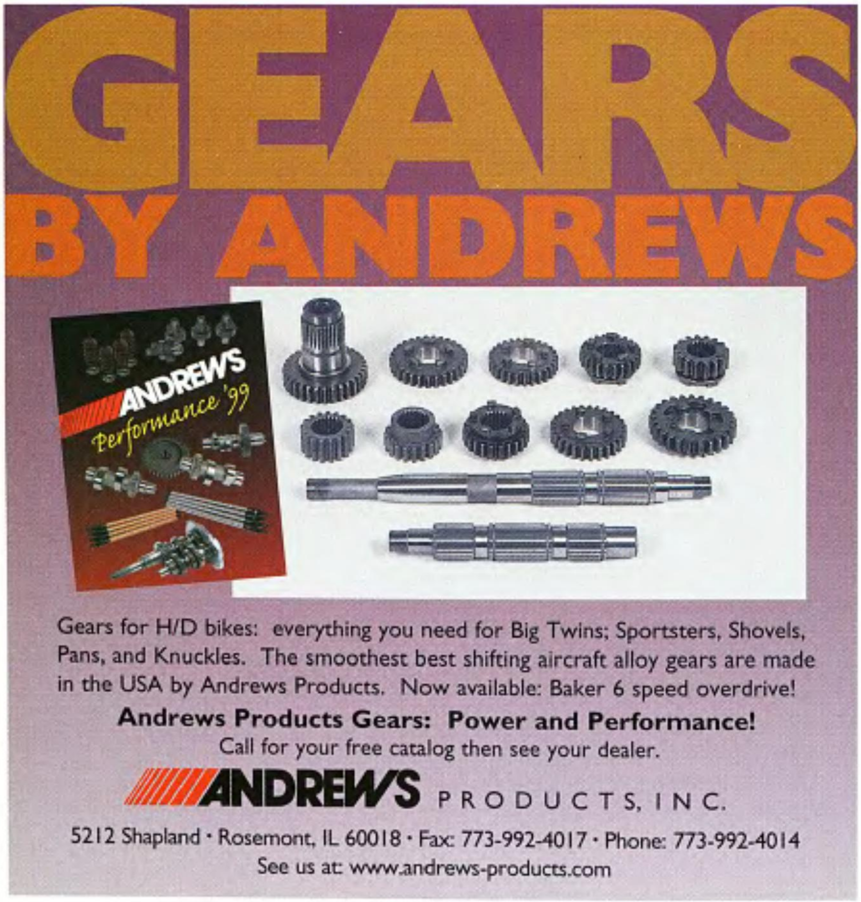
The start of the new craze of long front forks was related to this writer by Von Dutch in the 1960s. The story goes like this. Custom auto and motorcycle shows were started informally by loosely knit clubs in the early 1950s. Custom car magazines, like *Car Craft* and

Hot Rod were just coming into their own. Custom cycle magazines had not started yet. Ed Roth started the first chopper magazine in1965. Bobbed Harleys with 2-inch longer military XA springer forks would be photographed at the car shows and printed later in custom car magazines. Photographers found that a low shot of a bike always appears more dynamic than a straight-on or downward looking shot. When a

photographer positioned himself real low for a 2/3rds front angle shot, the 2-inch longer front forks invariably look longer in the distorted photo.

According to Dutch, this photo optical illusion gave birth to the extended fork craze. It wasn't long before builders picked up on this fictional style and began to adapt the extended look to





their next creation by making the forks longer.

The extended fork chopper in profile looked cool, thus fanning the flames of popularity and encouraged builders to keep making them longer and longer until handling was hampered. They discovered early on that the longer they created the fork, the higher the bike grew at its mid-section. There was a point where the front ends became so long that the frame neck needed to be kicked out to rake to allow the motorcycle to get back down for a rider's feet to be able to touch the ground. Handling suffered horribly on the radically extended forks. The front wheel no longer turned as on a conventional length fork but flopped from side to side, causing a braking action as opposed to turning smoothly through an arc. Of course, some bikes had

Photos: *Easyriders* archives

no internals in the engine because they were just outrageous show machines. But once the magazine featured one and hit the newsstand, readers had to have one for the street. The stylish craze developed with little concern for roadability.

Early custom builders had to fabricate the longer forks themselves. There were no aftermarket custom suppliers in the early stages. The Harley springer fork rear leg had a special swedged taper and had about the same shape and taper as a Model A Ford suspension wishbone that were twice as long and perfect for extending the rear springer legs. Builders combed the junkyards and found relatively inexpensive Model A wishbone replacements for lengthening the originals. Buchanan's in Monterey Park, California, performed this work, using the Model A wishbones, for years, until suppliers began to make the complete extended springer forks available. The front legs were round tubing that was readily available.

Extending the glide fork tubes took a different turn. In the beginning a simple device known as a lug was used. It was threaded into the upper end of the stock length fork tube extending its length by however

Chassis upgrades were to improve control and handling, and all of these factors have remained consistent goals. The idea of personalizing and individualizing the motorcycle to reflect a rider's tastes goes back to the teens. Let's not overlook the constant rider compulsion to upgrade and improve the motorcycle superiority, whether its in the acceleration or braking department. The joke about braking on early motorcycles was that the rider better plan his stops well in advance of execution because there was no such thing as an emergency stop. The rider may well have ended up hitting whatever he was trying to avoid, whether it be fence, ditch, or some other immovable object. When the outrageous extended fork choppers came along in the early '60s the front brake was quickly abandoned for style's sake, only to discover the 600-pound bike wouldn't stop well without one. Small, stylish custom front brakes were installed, didn't do the job, and were called, appropriately enough, "hill holders." Sixty years after the pioneers resolved braking problems by installing a front brake for fashion's sake,

and the rider was confronted with the same dangerous uncertain ability to stop. The need for a front brake was even more critical for the big modern Harleys that now outweighed their early-model counterparts by several hundred pounds.

That's basically how bikes evolved from bobber to chopper. The bikes were developed by backyard performance enthusiasts looming into nationally known street rod custom shops. The learning curve was shared from coast to coast. It was spread by the chopper magazine media spawned by the blossoming custom motorcycle industry. *Easyriders* has evolved along with the rest of the custom industry and remains a major player in the custom motorcycle world. —*M.F. Egan*

long the slug was. The learning curve was violent when the fork bounced and bottomed in the first pothole it struck. The builder realized he had to lengthen the fork coil spring as well or put a spacer inside the tube to take up the extended length to tension the internal coil spring. The slugs proved dangerous when hitting obstacles or railroad tracks and would bend or break off leaving the pilot in a lurch or tossed unceremoniously on the ground. Longer fork tubes and coil springs were the answers that eventually superseded the slugs.

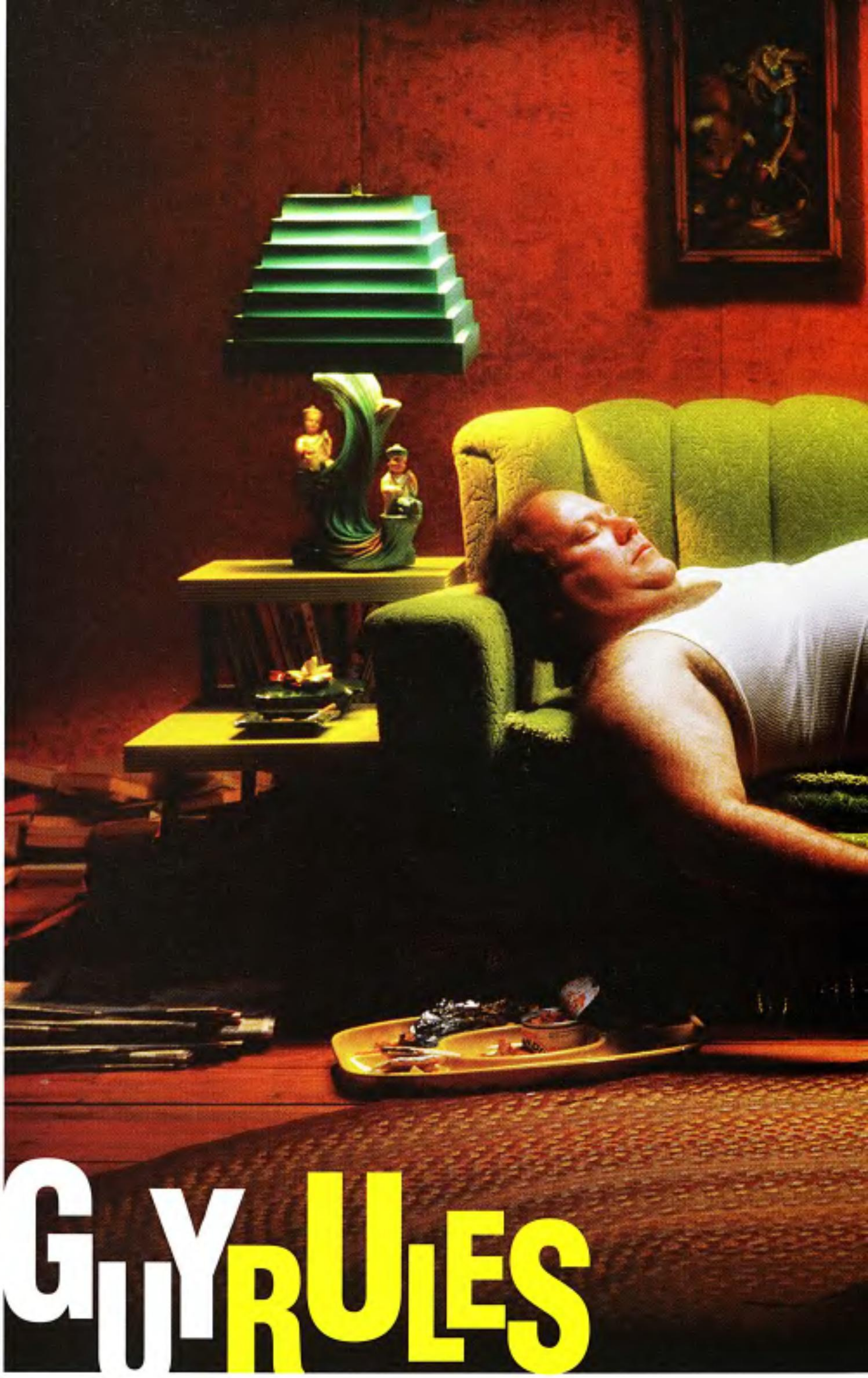
Dick Allen was one of the first in the L.A. area to manufacture and market a successful, high-quality, custom-extended chrome springer fork that bolted right on the Harley of your choice. Earl Durfee in Stanton, California, was the first to make an extended Indian girder fork for custom Harleys. There were lots of knock off builders making extended forks that posed perils to the rider. The low-buck custom springers were made with cheap thin wall tubing with little concern for the load it would be bearing. Many of the gypo brand springer forks collapsed at the first R.R. track crossing wrecking the chopper and seriously injuring the rider. Likely as not, the rider's next trip might have been the cemetery, whereas he never got a chance to complain about the inferior quality of the product. Some of the early chopper aftermarket distributor and dealer sales and marketing ethics were as wild and unregulated as the old west. If legal problems arose from inferior products the manufacturer folded up his tent, changed his name, and moved on.

Throughout the evolving history of the Cut-down to Bobber to Custom Chopper, the theme remained the same from beginning of the early 20th century to the threshold of a new millennium in 1999. Stock engines were replaced by high-performance, blue-printed engines putting out tire smoking ponies to the back wheel. The application of custom metal and paint work was to enrich and individualize the styling.

There are some things that women just don't want to hear and that most men never bother to tell them. The fact is, the world would be a much calmer, more rational place if women knew these simple rules about men. Like, for instance, the fact that cleaning and polishing our motorcycles out in the garage is therapy. We'll take it over spending $100 an hour with a shrink any day. You chicks go shopping or take expensive classes on how to channel 12th century Chinese proctologists; we clean and ride our bikes.

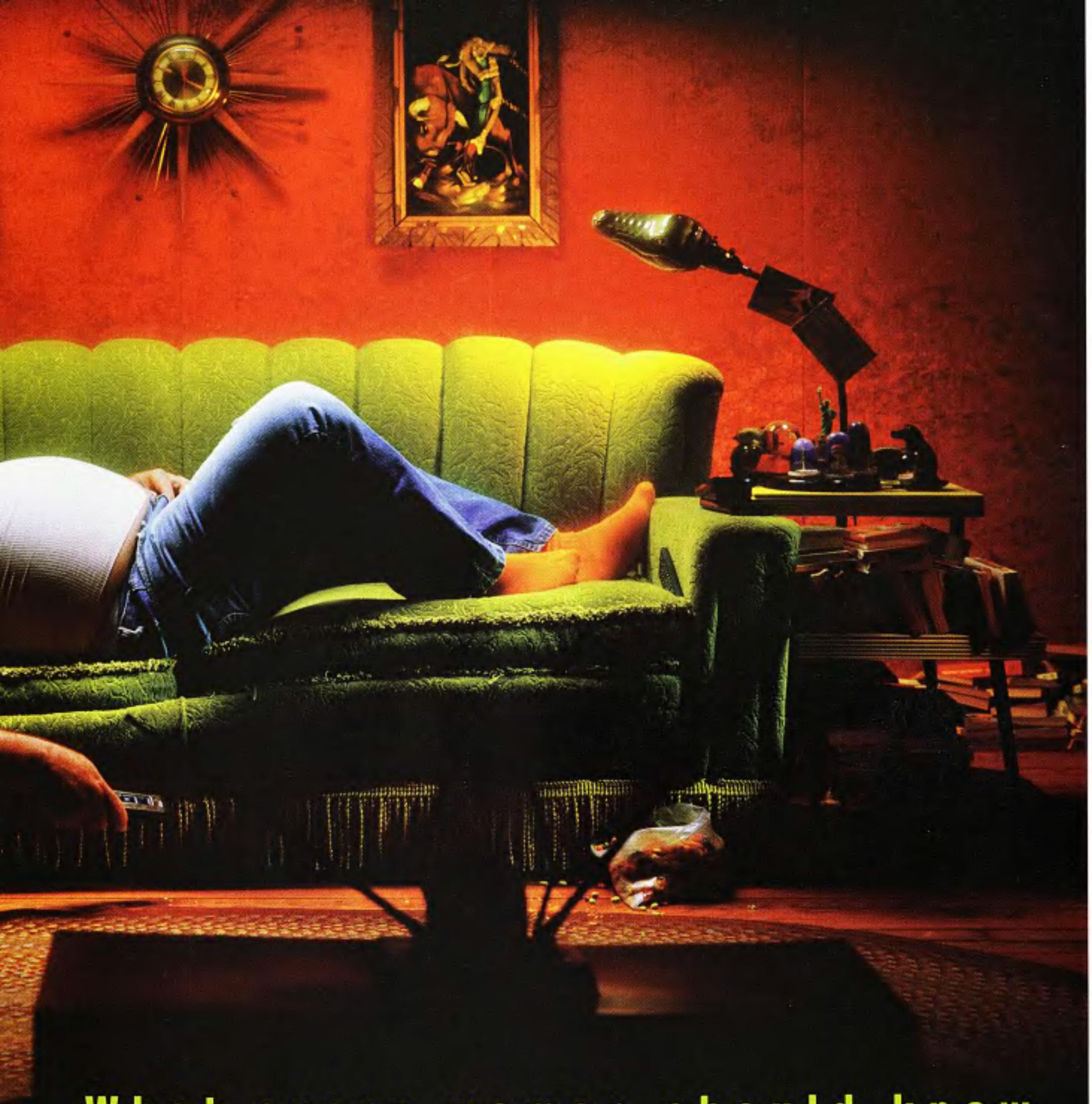
But more than that, if every women knew and accepted these simple truths about men, we'd all know what to expect and, in turn, we'd get along better. With that in mind, Easyriders presents 40 Guy Rules that every woman should know.

1. If you think you're fat, you probably are. Don't ask us.
2. Learn to work the toilet seat: If it's up, put it down.
3. Don't cut your hair. Ever.
4. Birthdays, Valentine's Day, and anniversaries are not quests to see if we can find the perfect present!
5. If you ask a question you don't want an answer to, expect an answer you don't want to hear.
6. Sometimes, we're not thinking about you. Live with it.
7. Don't ask us what we're thinking unless you're prepared to discuss such topics as navel lint, beer, and bikes.
8. Get rid of your cat. And, no, it's not different or special, it's just like every other cat.
9. Dogs are better than *any* cats. Period.
10. Sunday equals sports. It's like the full moon or the changing of the tides. Let it be.
11. Shopping is not a sport.
12. Anything you wear is fine. Really.
13. You have enough clothes.
14. You have too many shoes.
15. Crying is blackmail. Use it if you must, but don't expect us to like it.
16. Your brother is an idiot, your ex-boyfriend is an idiot, and your dad is way past idiot.
17. Ask for what you want. Subtle hints don't work.
18. No, we don't know what day it is. We never will. Mark anniversaries on a calendar.
19. Pissing standing up is more difficult than peeing from point blank range. We're bound to miss sometimes.



GUY RULES

20. Most guys own two to three pairs of shoes. What makes you think we'd be any good at choosing which pair, out of 30, would look good with your dress?
21. Yes and no are perfectly acceptable answers.
22. A headache that lasts for 17 months is a problem. See a doctor.
23. Your mother doesn't have to be our best friend.
24. Foreign films are best left to foreigners.
25. Check your damn oil.
26. Don't give us 50 rules when 25 will do.
27. Don't fake it. We would rather be ineffective than deceived.
28. It is neither in your best interest nor ours to take the quiz together.
29. Anything we said six or eight months ago is inadmissible in an argument. All comments become null and void after seven days.
30. If you don't dress like the Victoria's Secret models, don't expect us to act like soap opera guys.



What every woman should know

31. Men aren't from Mars and women aren't from Venus. We're dogs and you chicks are cats. Case closed.

32. Let us ogle the chicks in *Easyriders*. If we don't look at other women, how can we know how pretty you are?

33. Don't rub the lamp if you don't want the genie to come out.

34. You can either ask us to do something *or* tell us how you want it done—but not both.

35. Whenever possible, please say whatever you have to say during commercials—especially during football games and NASCAR races.

36. Christopher Columbus didn't need directions, and neither do we.

37. Women wearing Wonderbras and low-cut blouses lose their right to complain about having their boobs stared at.

38. Consider bike runs a mini-vacation from you. We need it—just like you do.

39. Telling us that the models in *Easyriders* are airbrushed makes you look jealous and petty, and it's certainly not going to deter us from reading the magazine.

40. The relationship is never going to be like it was the first two months we were going out when we were practically glued together. That's something we will both have to live with. And always remember this: Your girlfriends are right, all men are pigs and horn dogs ... at least some of the time.

—Russell Upsemgrub

WINTER MADNESS

FACTORY EMPLOYEE BRAVES THE ELEMENTS TO BREAK A GUINESS WORLD RECORD

On January 29, 1999, on a sunny, 20-degree day, a light mist blew over the Juneau Avenue Harley-Davidson corporate headquarters. The factory had been recently renovated, and the parking lots were coated with fresh asphalt and bordered with sharp, concrete curbs. It was a crisp sight, except for the areas blanketed with 18 inches of snow. Forty-six-year-old Dennis Schaefer, sporting his standard, full-winter riding apparel, sat atop a 1999 FLHTC touring classic with sidecar. The bike glistened. A 100-pound sack of sand sat in the sidecar, acting as his navigator and ballast.

Dennis wasn't alone. Surrounded by Harley executives, co-workers, and family he readied himself for an attempt to break the Guinness record for a long-distance winter ride, set by a Frenchman on European roads in 1997.

The date was selected carefully for the rare blue moon that would rise full in the Wisconsin sky for the second time this year ... a 40-year anomaly. He selected the afternoon start for a planned daylight arrival in Rapid City, South Dakota.

Dennis was no stranger to winter riding. Having worked for the factory for 19 years, he made it a point to ride every day. When Wisconsin riders put their bikes away for the winter, Dennis simply attached a sidecar and kept on truckin'. The factory has a rule stating that after the month of September and before the month of May factory employees riding company- owned bikes must affix sidecars in order to ride to work.

Between October and April, it's nearly impossible for Wisconsin riders to enjoy the freedom of two wheels. In fact, many tried and true bikers have little opportunity to tinker, rebuild, or even prepare for the upcoming riding season, due to the freezing temperatures inside unheated garages. Dennis rode daily, and each day he would slide to a boulevard stop only to greet a caged biker also on his way to work. He could tell by the way bearded riders frantically wiped the inside of their windshields to gaze at the man cloaked in ice and snow aboard his freedom machine, that he had made another imprisoned rider's day.

As he sat there in the cold parking lot, surrounded by onlookers and waiting for his chase van crew and last-minute preparations, he pondered his goal. "I wanted to test and demonstrate the durability and reliability of the new Twin Cam, which we had beefed up with a Stage 1, 1550 kit, and as it turned out the MotorClothes division was anxious to test their new line of electrical winter wear."

A likely destination was the bikers' heartland in South Dakota, home to Sturgis and a monument that signifies freedom to all Americans—Mount Rushmore. As he completed his last radio interview he donned his slick, vented snowmobile helmet and looked at his Harley watch. It was nearing 3 p.m., the time they'd chosen to leave. As he slipped on his standard winter gloves, he saw his support van and crew, Pat Cunningham, an H-D service rep for Wisconsin, Minnesota and South Dakota, and Steve Michalski, a factory technical writer, pull into the parking lot. They were loaded down with tools (duct tape and bailing wire), coolers of submarine sandwiches, and Cokes and bottled water, but they would soon discover how intimate a group of bikers can become with gas stop cappuccino machine.

They rolled out of the parking lot amidst cheers, supportive shouts, and whispers by naysayers who found his venture foolhearted and out of reach. He tested his CB radio and slipped a hard rock tape into the deck and let it blare. It was 20 degrees as he let the clutch engage.

It was planned to be a straight shot, like a freeway run from L.A. to San Diego times ten. His route was a straight, two-lane highway with a wide vacant medium. The I-94 out of Milwaukee merged with the I-90 without so much as a rolling turn-off. There was no way for the man and his rattling sidecar to get lost. It was just a matter of twisting the wick, turning up the rock 'n' roll, and going for broke.

He had an hour and a half on the clock before the partially cloudy sky became partially dark and the temps dropped like a ball bearing slipped into a tumbler of Jack Daniel's. But as Dennis gassed up in Tomah, 125 miles out, and gazed skyward, looking longingly for the full blue moon to guide him, he caught a glimpse of dewy dread.

Just 200 miles from home, the fog set in

HARLEY'S HEATED CLOTHING KEPT DENNIS FROM FREEZING

Imagine riding mile after mile in sub-zero conditions without Harley's new line of heated clothing. Dennis Schaefer sure wouldn't want to even imagine it. The new H-D Heated Jacket Liner (MSRP $220/Part #98107-00V) and Vest Liner (MSRP $180/Part #98108-00V) have electrical wiring built into them for all-over warmth. Made from 200 Denier rip-stop nylon, these liners are made to withstand even the most fierce winter elements. Dennis could stay warm and look good doing it with the jazzy Bar & Shield graphics and piping around the front inset pockets, center zippers, and collars.

Both jacket and vest liner come with attachment wires that plug into the bike's battery. An on/off switch allows the rider to regulate heat while on the road. Rider and passenger can control their heat independently with separate battery hook-up cords.

Every rider knows that if your hands get numb from the cold you can't control the bike. That's why Dennis chose Harley's Heated Gloves (MSRP $150/Part #98112-00V). Maximum warmth comes from electrical wiring in every finger. Kevlar padded palm and finger pads aid in protection and stretch panels provide added mobility. A Helsapor water-resistant, wind-proof, and breathable membrane is built into the gloves, along with Thinsulate inner liners for extra warmth and softness. Electrical plug-ins are built and can be regulated separately from the heated jacket.

Harley's Heated Clothing Portable Thermostat (MSRP $59/Part #98113-00V) allows riders to twist a knob to control heat from luke warm to whoo baby! The thermostat plugs between the wire attachments to the battery and the attachments in the jacket, vest, or gloves. The small device can be secured with Velcro to your clothing or to the bike for ease of use. All of Harley's Heated Clothing have a lifetime guarantee on the electrical components and a one-year warranty on craftsmanship. The thermostat has a three-year warranty.

The entire line of H-D Heated Clothing is available now at your friendly neighborhood Harley dealer.

like a pillow smothering an old man. It flowed like cement over a mafia hit, thick and creamy until life was extinguished. Dennis tensed. Every muscle in his body became rigid and alert. The Vetter-hippo-wrapped, gloved fingers hovered over his brake and clutch levers. His eyes strained in the bleak blanket of moisture that seemed to engulf his entire life. He signaled for the chase van to pass him, thinking that he would follow the wide vehicle with the dual headlights, but the driver behind the coated windshield had less visibility than the motorcyclist. Fearful that a big rig would find the lone biker creeping along in the right lane and gobble him up like the shark in *Jaws*, Dennis had to move toward a safer, faster position. He wiped his electrically wired face shield, glanced over his left shoulder, and spun the throttle. The icy pavement gave him pause as he rumbled alongside his support vehicle and passed it. Praying that some errant, half-drunk maniac wasn't testing his fate in a hybrid Trans Am, he rolled passed the van and got back into the right lane. Behind the frozen face shield his forehead beaded with sweat.

Pulling the throttle in insensitive mitts to 70 mph, Dennis tried to find the comfort of a 18 wheeler to follow. It's an old bikers code to follow a set of taillights in the fog. He got as far back as possible, so they were still visible, and held his tentative position. If they got bright, he'd prepare for the worst, but at least he'd have a momentary warning signal. Dennis found a fog scout in the form of a Peterbilt truck and paced him while every nerve danced on edge. He didn't dare look at the slippery pavement below. Other than his trusty steed, the only thing visible in his world for mile after mile were the flickering taillights only a few yards from his front wheel. Terror racked through his body and his nerves were shear shorting electrodes waiting for a melt-down.

For communication he had his CB radio, a cell phone, and standard biker hand signals (invisible in the fog). The CB was awkward to operate in the dense mist of death, although he could hear the trucker talk about the madcap motorcyclist on I-90 riding in the bitter cold. It was below 15 degrees as he rolled into a 300-mile stretch of fog.

Not only was it cold, visibility was less than 50 feet and dark, but the moisture was building up and freezing on the leading edges of the bike forming sharp horizontal stalactites in the dark. He discovered the frozen spikes at his next gas stop where he peeled out of his standard winter wear and donned every electrical device the factory had loaned him to test. Immediately, a blanket of warmth engulfed him and he grew tired.

The strain of extreme concentration mixed with the shock of new warmth fatigued his every fiber, but he downed his fifth cappuccino and kept riding. The factory was skeptical, though supportive, of the venture. There was only one hard and fast rule. If any member of the three-man crew called a halt to the plight, they were all to comply and call it off. Another gas stop emerged and the tired, fog-soaked crew found the hazy neon in the night and pulled off the Interstate.

As they pulled into the gas station they discovered a brightly cloaked crew of freezing snowmobilers. Suddenly the two winter crews were energized with camaraderie. They gathered for a photo and more steaming cups of joe on the oil-stained tarmac. Photos were taken regularly as mandated by the Guinness rules

Behind the frozen face shield his forehead beaded with sweat.

and each receipt for petrol or coffee was carefully recorded and sealed in envelopes. They rolled into the dense fog again, fearful that 18 wheels of thundering steel and cargo would find the lone winter rider and make frozen road kill out of his bones, but he pressed on.

The oppressive fatigue consumed him as he rode dangerously close to the flickering taillights of the leading semi. At the last stop he added the Harley silk hood to his throat coat protection. He wore Sorrel Boots in the Ice Fisherman model, good to 100 degrees below zero. His snowmobile helmet was vented for winter riding and he purchased the electric faceshield as optional equipment. Like the defrosting rear windows on automobiles with the integrated wires to clear the way, this faceshield was so adorned. He plugged it in and hoped for greater visibility.

Fortunately he wasn't faced with tight turns and steep declines that pop out of nowhere to terrify a fog-cloaked rider trying desperately to hang onto his slippery lane. As he inched closer to Sioux Falls his muscles stretched like guitar strings, and he prayed for the fatigue to subside. Just 40

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miles from Sioux Falls the fog broke. It was 4 a.m. "Hallelujah," he muttered into his CB. The moon had drifted behind the earth as he struggled through the thick, dewy mist and the sun wasn't scheduled to relieve the watch until 7 a.m. For the time being he rolled along the freeway in lunar no man's land with his massive dresser headlight and dual spots as his scouts in the night. For the first time in hours his traps loosened and his shoulders relaxed to their normal position. His arms slackened and he once again could sense the comforting warmth from his electric gear. His CB crackled.

"We've gotta pull into Murdo for a radio check," a voice from the crew muttered.

Dennis signaled with his left hand and drifted off the interstate to a pay phone and a tank of gas. While refueling he scarfed down a sub sandwich and gulped another steaming cup of java. He had come 750 miles, but the trek wasn't nearly complete. He slipped the electric gloves back into place, kicked his leg over the saddle, and muttered, "Wind 'em up." His crew hightailed it for the van, jumping in like a fire crew heading for a blaze. The infamous Wall Drug was but 20 miles up the highway, but they couldn't stop. The sun was coming up and they had 130 miles to go to get to Rapid City and hit the dealership.

It was 30 degrees as he reached the outskirts of Rapid. Wiping his faceshield, Dennis noticed three silhouettes atop an overpass. They seemed to be running toward motorcycles. It was three riders from the local H.O.G. group who escorted him into town, then slipped back to allow him to ride into Bill Gikling's Rapid City Harley-Davidson alone and into a barrage of media. He was yet to reach his goal as he dismounted, shook a couple of hands, cut the massive brightly colored cake, tasted the icing from the knife, and answered a couple of questions. Then they mounted up again, hung a U-turn, and pulled out of the parking lot. He had less than 20 miles to go. More than 15 H.O.G. members ran to their rides. Two police bikes joined the parade in front with one all-white cruiser and the procession headed into the Black Hills.

Snow and sand covered the winding roads into the Badlands. Much like in the fog, Dennis tensed as he watched the other riders around him for a slip or slide that would drive them into panic maneuvers. There had been no snow in the flats, but as soon as they began to climb into the Jack Pine-strewn hills the twisting road became treacherous. The sun was beaming and the temperature rose into the mid 40s.

For the first time in his many trips to Sturgis, he was allowed in free to see the mighty Presidential heads carved into the mountains. Within excess of 900 miles under his belt he was greeted by the local Fox television affiliate and a brief interview ensued. Pumped up from the welcome he congratulated his compadres, then it hit him—he hadn't broken any records yet. In fact, he was only half way. The revelation struck home and suddenly his joints ached. He was tired to the bone but knew he had to keep moving. He moved to his trusty Twin Cam touring machine and decided that he'd better take advantage of any remaining daylight.

Before long he was back on the Interstate, alone again with only the flickering lights of a solitary van following. He fueled at Wall Drug and was taken by the absence of the myriad of riders who generally jam the joint in August. It seemed a sad and forlorn setting, nearly vacant and alone along the highway. "The joint was dead as a doornail," Dennis said somberly. The last three hours of daylight slipped by quickly as he approach the Missouri River. The crimson sky reflected off the expanse of flowing water and announced the cold of the night to come. The Guinness judges demanded copious notes, receipts, and documentation; consequently he was forced to stop at all landmarks and take photos documenting his progress. Another sunset photo was taken by the roaring Missouri as he once again prepared for the intense, bone-chilling cold.

Before long he was back on the Interstate, alone again with only the flickering lights of a solitary van following

As he mounted the dresser he peered through the electric faceshield at the sky, hoping for the support of the second full blue moon of the season. As he rolled onto the freeway in eastern South Dakota the temperature dropped to a frigid 9 degrees. He had been up and on his toes for nearly 35 hours, and the fatigue was beginning to peak.

Almost mid-Minnesota he pulled off the dimly lit Interstate to refuel in Albert Lea. He gassed up and they photographically documented the stop. They then got back in their respective vehicles and headed up the on ramp for parts unknown. He was drifting. His eyes seemed to float unattached in their sockets and his neck muscles didn't seem to respond to the bumps in the road. His eyelids began to droop and his head slumped. He had traversed less that 14 miles when he pulled over. "I can't stay awake," he told the others. Blinking and nodding he rounded the stern of the van and opened the double doors and reached in the cooler for a Coke. They were all gone.

He strolled around the van, stretching and flexing his fatigued frame. He needed caffeine, but sans the chemical boost, he mounted the bike once more. Pushing himself, he rolled onto the next gas stop. Caffeine only, no fuel. Another gas stop was shut down completely. The winter months had taken their toll on the roadside businesses; open shops were few and far between. As he neared the third gas stop his concern for fuel heightened. He was beyond tired and his brown eyes strained to focus on the gas gauge. His efforts to stay awake and on a straight trajectory were dwindling. It was almost 2 a.m. when he finally ran across an open station with fuel.

Concerned at this point about survival he strained to stay awake. The crew in the van kept a close eye on the record point, which would fall 25 miles west of Hayward, Minnesota. Between Albert Lea and Rochester he had broken the world record for the longest ride in extreme conditions in harsh winter conditions, but Dennis was no longer interested in any record. His final challenge was to survive the head-nodding fatigue and return to home base. He wondered from time to time what the Frenchman, François Carillion, had felt while setting the record on the winding roads in the winter of 1997. He had endured 1430 miles to set the record and had accomplished the 2500 kilometer ride in 35 hours.

As it neared 4 a.m., Dennis pushed himself with dreams of the impending sunrise. The rule that anyone could call off the attempt floated around in his mind like the thought of a flat tire to a NASCAR driver. He pushed on, but something seemed to bother him about the chase van. As the realization of the broken record seeped into his foggy mind the temptation to find a bed increased.

As he neared La Crosse, Wisconsin, he thought of his winter ride to see his daughter at the University of Wisconsin and how that 200-mile ride had never bothered him. He knew he could make it. Then the morning fog surrounding the Mississippi set in as he neared the Wisconsin border. Over 30 miles of thick fog haunted

him until the sun broke the horizon and they rolled into Wisconsin. But something about the van disturbed him. It was visibly weaving in its lane.

He flagged the van over, and pulled to the side of the Interstate. The drivers were warm and cozy inside the lumbering van, and the heat and hours of intense concentration had taken their toll. He asked them to switch rolls. They downed the last of the caffeine as they realized that Milwaukee was less than 200 miles away. "It was a song to my heart," Dennis said as he mounted his Ultra, plugged in the toasty electric gloves, cranked the volume on his factory stereo, and let the rock 'n' roll send him home.

Photos: from H-D Motor Co.

With only two gas stops remaining, the urgency to fulfill the demands of the Guinness people mounted. They hurriedly took pictures and stuffed envelopes with receipts. Two television stations awaited his arrival at the factory. At the last gas stop, Dennis checked his appearance. "I had the worse case of helmet hair on the planet," he recalled.

Nearing the factory Dennis popped in the soundtrack for *Easy Rider*, tuned it to "Born To Be Wild," and cranked the volume to the stops. With 44 hours under his belt he pulled back into the parking lot with 1,782 miles on the clock. "I thought about continuing to make it an even 2,000 miles," Dennis remembered, but I had had enough." It was 15 degrees as he pulled up to the Juneau building to the applause of family and co-workers.

His wife and the love of his life, Gwen, during a post-run interview said, "If this is the worst part of his mid-life crises, I'll deal with it."

—K. Randall Ball

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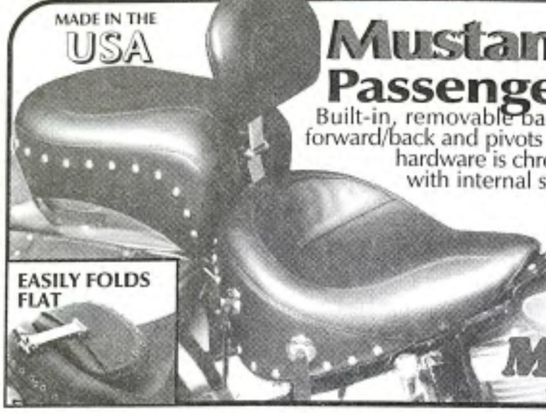

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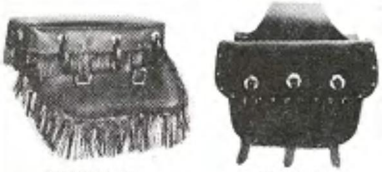

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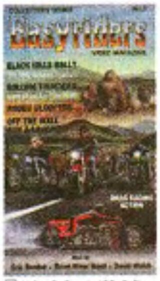
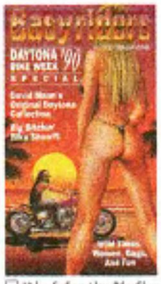
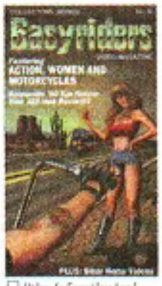


☐ Video 3: Sturgis '89, Rolling Thunder 2, Easyriders Streamliner Land Speed Record Attempt, Rodeo Bloopers. Eric Burdon & Burnt River.

☐ Video 4: Love Ride 6 - Malcolm Forbes, Ness, Easyriders Grand National Rodeo '89, Tijuana Toy Run, Ice Racing, Vintage Indian Film.

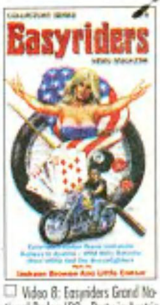


☐ Video 5: Easyriders Bike Show 2, Daytona Bike Week '90, David Mann's Daytona Collection.



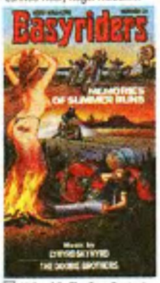
☐ Video 6: Easyriders Land Speed Record, Wild Willy Parson, Vintage Bike Museum in Texas, Biker Home Videos.

☐ Video 7: Sturgis '90 -50th Anniversary Special, Easyriders 20th Anniversary, Wild Willy. Lynard Skynyrd and B.B. Good.



☐ Video 8: Easyriders Grand National Rodeo '90, Party in Austria, Jackson Browne, Little Caesar, Bobbie Lee Wills.

☐ Video 9: Daytona '91 - 50th Anniversary, Easyriders Bike Show 3, 1931 Vintage Race - Harley Indian Shootout, Vicious Cycles.



☐ Video 10: The Best Parties! Sturgis '91, Laconia '91, Red River Run. Doobie Brothers and Clean Dean.

☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.

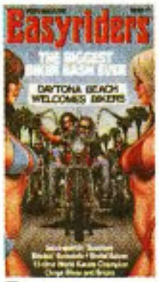
☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals.

☐ Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dice Clay, Vintage Film Clips.

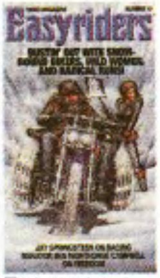
☐ Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middletown, Antique Bike Races. Jimi Hendrix.

☐ Video 15: '92 Sturgis Special, Prison Bike Show, Easyriders Grand National Rodeo '92, Hooter Olympics. Burnt River & Jim Brody.

☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.

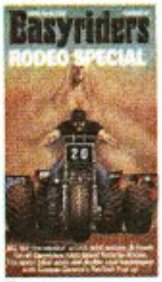


☐ Video 17: Daytona Bike Week '93, United Bikers of Maine Party '93, Drag Racing Action, Desert Fantasy, Flame Painting Tech Tip.



☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.

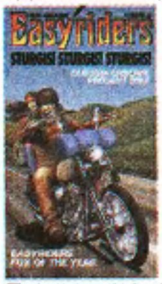
☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".



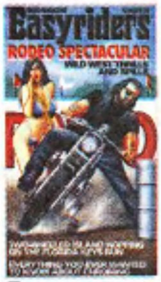
☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.

☐ Video 21: Daytona '94, Easyriders Invitational Bike Show '94 - Columbus, Run to the Wall, Accell Fuel Injection Tech.

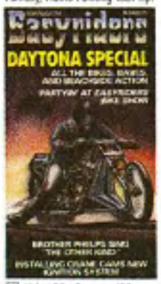
☐ Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers.



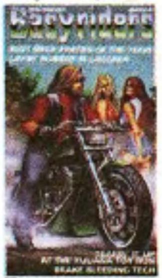
☐ Video 23: Sturgis '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Carl Morrow Warbird Project.



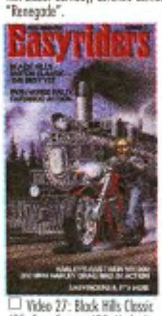
☐ Video #24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey.



☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech.



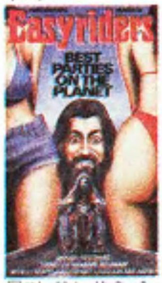
☐ Video 26: Best Biker Parties, Laconia '95, Tijuana Toy Run. Brake Bleeding Tech, Illusion Motorcycle.



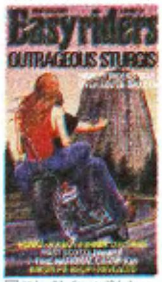
☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.

☐ Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.

☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.



☐ Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers.



☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.

☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.

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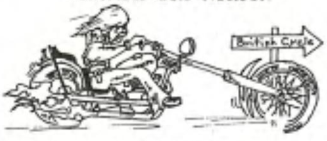

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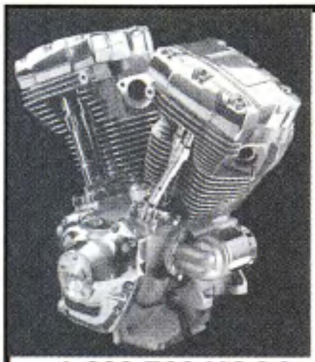

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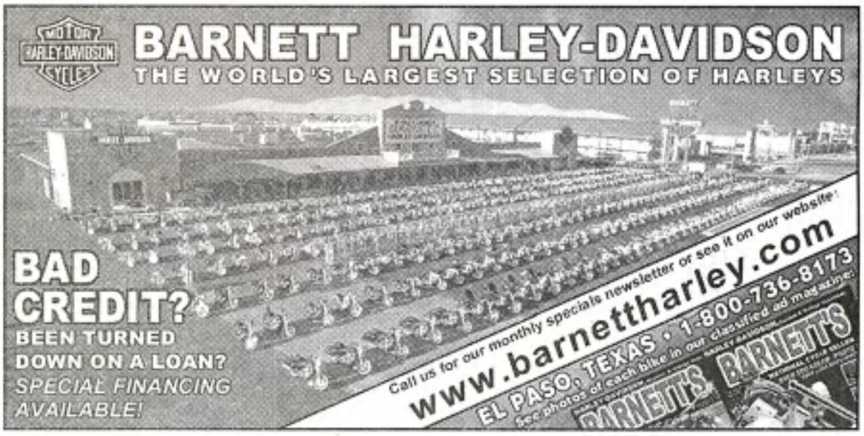

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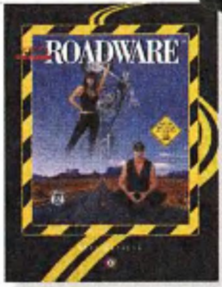

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Rip'sTips

Three Quickies

Usually I don't like to push other people's products because there is a lotta crap out in the market place. Some products may look pretty but aren't really functional or may wear out quickly. In the South, where I was raised, we have a saying that goes like this, "Pretty is as pretty does." So, like my women, I'll take function over beauty anytime. Good looks only last for a brief period.

Being the Roving Editor for *Easyriders* magazine, I was taught to never be beholden to an advertiser. I do have pride in what I do and ain't gonna be a whore for some stinking bike parts. The deal I make with some of these manufacturers is that if I like their product I may give them a mention; if I don't, I won't bad mouth them.

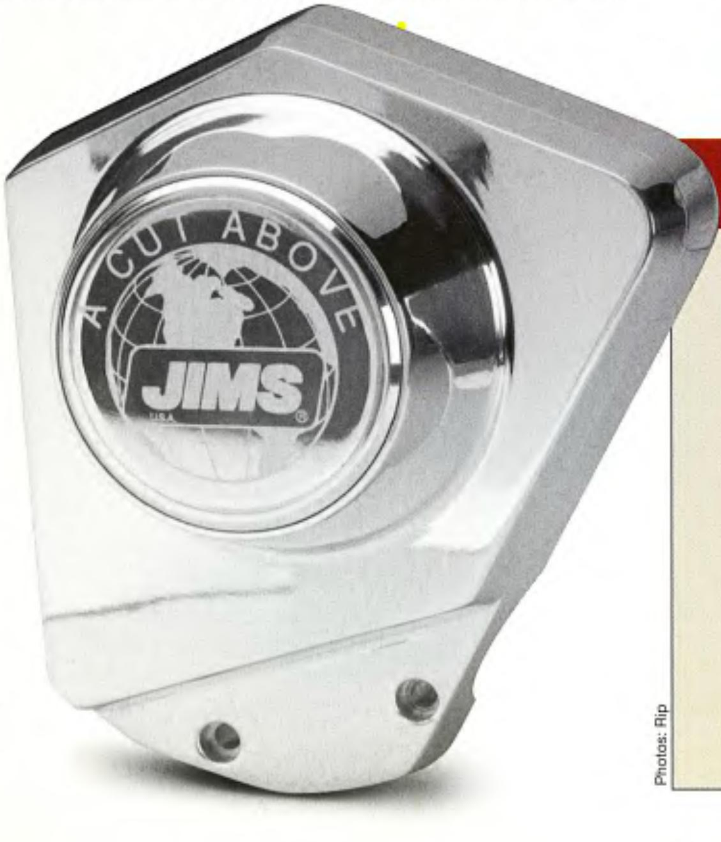
When a product turns out to be a winner I don't mind sharing it with you. Numero uno: JIMS polished or chrome billet cam cover part # 25258-80-a, 2413, 25254-93a, 2414. They come two-piece and are machined beautifully, as is all the stuff JIMS sells. The down side is when using a Crane Hi-4 ignition plate you may have to grind a small bit off of the bottom of the Crane cam timing plate for clearance. That is to get a full throw from full retard to full advance. Then again, it may be that the Crane units are larger around than the stock Harley units. The Crane units are fatter so they won't flex as some stock OEM units may. I do know that I've had to trim off a small bit of material from the Crane cam plate on two occasions. It's easier to do it on the plate than the timing cover; it's really no big deal and easy enough to check before ya bolt it down.

Numero dos: JIMS polished billet tappet blocks, part#1094-k, c, and ck. They are made from 7075-t651, which is three times stronger than cast aluminum.They will allow you to run a cam with more than .600-inch lift. Of course, you have to clearance the right crankcase before using a cam with that high a lift. JIMS also makes the tool to do that.

Numero tres: ACCEL high-flow fuel valve, part # 5106, the banjo-type in particular. One of the main reasons I like this product is that I've seen the other highly regarded gas valve shut itself off at the start line during an Easyriders Rodeo and at the drag strip. The vibration shuts the sucker off, and the rider only made it a few feet before the engine died. What a pisser! The best feature of this particular ACCEL valve is that the nozzle can be rotated to where it needs to be—not just where it has to—due to the treads ending.

All these products have helped me get down the road with a smile on my face. The opinions on this page are strictly my own personal views and don't necessary reflect anyone else's.

—Rip



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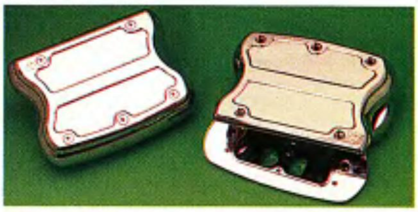
New From Ness! Twin Cam Bolt-on Beautification Program

Leave it to Arlen and Corey Ness to design a dynamite dress-up line for the new Harley Twin Cam. The Twin Cam 88 motor was still warm out of the Milwaukee oven when the Ness-Tech alloy carving team conjured up these upgrades to enhance its somewhat staid appearance. Forget staid. Look no further for a means to upstage and upstyle your stock Twin Cam dresser and Dyna from top to bottom. First, Ness-Tech took a look at the rather ho-hum rocker boxes and sketched out a striking new Radius design. That same Radius design was followed through in the lifter blocks and pushrod tube covers to give the Twin Cam motor an integrated, finely finished look. Instant gratification! Next, taking aim at the cam cover, they zeroed in on a V-shaped design that definitely pumps up the visual impact level.

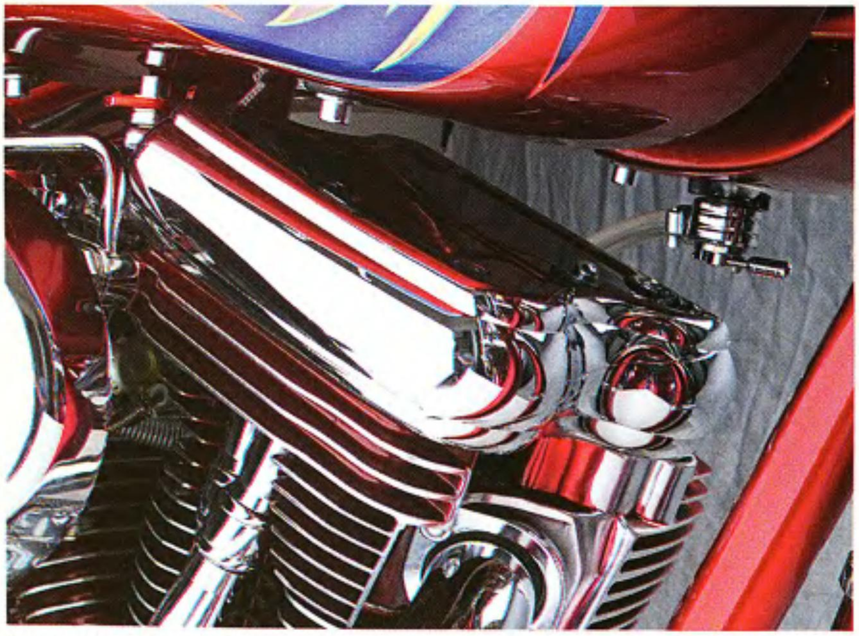
As you'd expect from the maestro, these new motor parts are machined from billet aluminum and treated to a show quality finish in your choice of chrome or polished. Computer cut

1999 Dyna Glide, fully polished and powdercoated motor. The motor features Ness-Tech Radius rocker boxes, cam cover, lifter blocks, and pushrod tubes.



Ness-Tech Radius rocker boxes; these billet aluminum housings accept the stock rocker arms and supports. Available in chrome or polished finish. Chrome part # 18-255, $799.95; polished part # 18-256, $759.95.

Installed Ness-Tech cam cover. Arlen's V-style cam cover completely changes the appearance of the Twin Cam motor's right side.



Installed Ness-Tech Radius rocker box covers. Their seamless, smooth lines give the motor a bold appearance.

The Ness-Tech cam cover is a straight bolt-on proposition, all necessary hardware is included. Available in chrome or polished: chrome part # 03-985, $375.95; polished part # 03-986, $365.95.

The Ness-Tech billet Radius style lifter blocks replace the factory die-cast parts. Chrome hardware is included. Chrome part #12-577, $199.95; polished part # 12-578, $189.95.

accuracy assures a truly simple bolt-on, straightforward procedure, which means no modifications needed to the mounting surfaces. We said instant gratification, didn't we? And the details are covered, all parts coming complete with the necessary hardware, gaskets, and seals to make it all right the first time. You new Twin Cam owners just got even luckier.

—Paul Garson

The Ness-Tech billet pushrod tubes are available in Grooved or Radius designs. They have a show-chrome finish and include a set of James pushrod seals. Radius chromed, part # 03-548, $169.95; Grooved chromed, part # 03-549, $169.95.

Photos: courtesy of Ness Ent.

Ness-Tech oil pressure gauge kit. The show chrome finished billet bracket mounts the gauge head to the rear rocker box. The stainless steel gauge is glycerin filled for vibration dampening. The kit includes the gauge, billet bracket, lower gauge cover, stainless steel cover and a complete hardware package; part # 15-658, $164.95.

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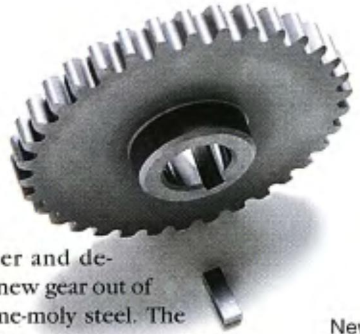
Tweaking The Twin Cam
Upgrading The Camshaft Drive With Carl's And Andrews

When the new Twin Cam became available on showroom floors, many of the major aftermarket manufacturers jumped on the bandwagon to meet the demand. Seeing the trend, Carl's Speed Shop and Andrews Products got busy to provide an upgrade to the factory cam gear used in the new engine.

The twin cams used in the 88 are driven differently than what we're accustomed to seeing on Evos and Shovels. They are geared together, but what actually drives them is a Hy-vo chain drive setup off the pinion shaft. The problematic area is the large sprocket that drives the rear cam. Since it is made from powdered metal, it's strength is not great enough to handle the load of increased horsepower and aggressive riding styles. The "ratcheting" (or vibrations) caused by the engine when it's running ends up hammering the keyway in the cam sprocket. To solve this potential dilemma, Andrews and Carl's



got together and designed the new gear out of 4130 chrome-moly steel. The chrome-moly steel used to make this gear is over 10 times stronger than the powdered metal used in the stocker.

Another interesting feature about this gear is the integral spacer that is machined into it (the factory one has a separate spacer). This increases the length of the keyway and adds even more strength to the piece, which should put every potential hot-dogger's mind at ease. What's involved here is a swap that includes a set of Carl's CM-510 camshafts, adjustable pushrods, S&S Super E carb and pipes. Carl points out that this is also a sensible upgrade on stock bikes and is much less involved than the entire swap we performed here.

Now grab your H-D shop manual and get your tools handy. To start, the cam cover is removed and the stock pushrods are cut out and discarded. Next, remove

New—old.

the bolt that holds the cam sprocket on, and hold the adjusting shoe (or tensioner) out of the way. Carl uses a 1/16-inch Allen key to hold it out of the way so that the sprocket and chain can be slipped off easily. The drive gear on the pinion shaft does not have to be removed, so from here, the two bolts holding the cam plate in the engine can come out. Now, using small prybars or rolling head punches, the cam plate can be removed. The cams are part of the cam plate, so the cams and cam plate will slip out as a unit. It's best to use a small block of wood to pry against in order to avoid marring the gasket surface.

A steel retaining plate is screwed to the back side of the cam plate. This prevents the cam bearings from walking out and this must be removed before the cams can be pressed out. With this done, the

Stock gear with broken keyway.

Holding adjusting screw aside.

Using a small prybar to remove cam plate.

Removing steel retaining plate.

Pressing cams out.

With Carl's cams in place, process is reversed.

cam plate should be supported in a small press using wood blocks as shown. From there, Carl uses two large drive sockets to press the cams out with, using a small piece of aluminum between the sockets so that both cams are pressed out evenly.

With the change to Carl's CM-510 camshafts, Carl also installs new cam bearings and recommends either H-D 8990 bearings (the stock replacements) or an equivalent that's found through a bearing supplier such as King Bearing. With the new bearings pressed into the cam plate and the bearing retainer plate screwed back in place, the Carl's cams are installed and the whole unit can go back together.

With the cam plate back in the engine, the alignment must be checked between the new cam sprocket and the pinion sprocket. Shims are supplied in .007, .012 and .020-inch thicknesses to allow the sprockets to be properly aligned. Now that the sprocket is ready to be installed for good, Carl says that getting a good snug fit for the sprocket drive key is essential. Most of the time the keys have to be tapped in, so Carl recommends lapping the key using a fine stone until it fits in snugly.

From there, the cam chest can be buttoned up and the adjustable pushrods set. Moving the tappet block covers up out of the way is necessary to adjust the pushrods. If you're careful in removing them, the gaskets can be reused. If not, James or H-D gaskets will get you back in business.

For the rest of the modifications Carl was performing on this engine, there was also an S&S Super E carburetor and Carl's exhaust system. Although Carl has been modifying existing manifolds to outfit the new 88s with S&S or Typhoon carbs, he says that dedicated cast manifolds will be available by the time this article is printed.

—Erik Falconer

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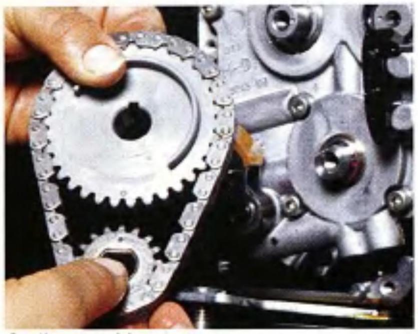
Carl's new drive gear.

Replacing tappets.

Final pushrod adjustments.

Photos: Don Rogers

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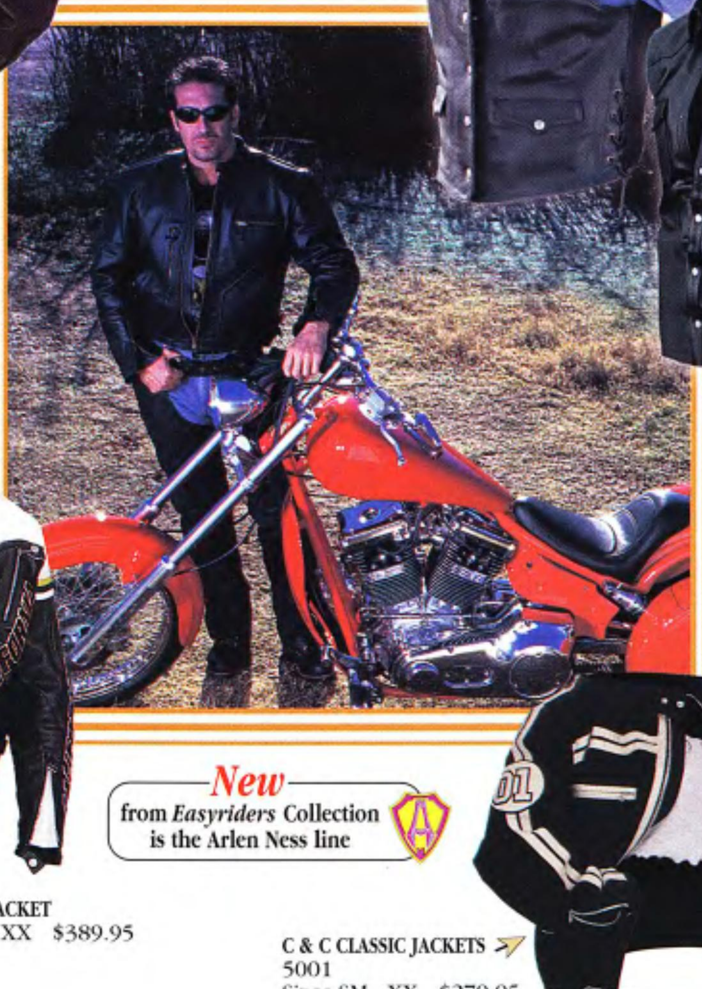

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TechTips

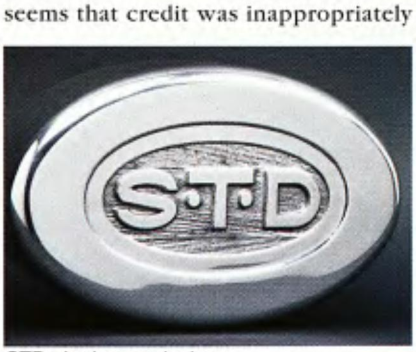
Almost Square
STD Development Makes Nearly Square, Very Cool

Square engines are becoming tremendously popular these days, and it seems that everyone who is involved with engine building has one. Everyone seems to have different ideas on how to achieve their desired results, and it's pretty fair to say that no one has all the answers.

Some time back, the concept for this engine started bubbling around in the back of the minds at STD, and the process began. As time went on, Lou Trachtenberg, owner of STD Development in Chatsworth, California, showed interest in an idea Ron Lunquist had. After seeing what was on the horizon, Lou knew that square motors had merit and became involved.

With the full backing of their technical knowledge and production facilities, things started happening. And today, all of the hard work is paying off, and big-time to boot. STD is moving 15 of the new engines every month, and sales are going up steadily.

Before we get into the tech, there's a bit of confusion that should be cleared up first. Originally, this engine was featured in *Easyriders* #310, April 1999, and unfortunately, some confusion was created when the article was originally written. It seems that credit was inappropriately given to Performance Specialties, a shop in Chatsworth, California, that sold STD products but didn't manufacture this particular engines. After we discovered the crossed wires, we sent our crew of photogs up to STD to get the story on Lou's square motor configuration. Hopefully this will settle any further confusion on this matter. Now let's get to the tech!



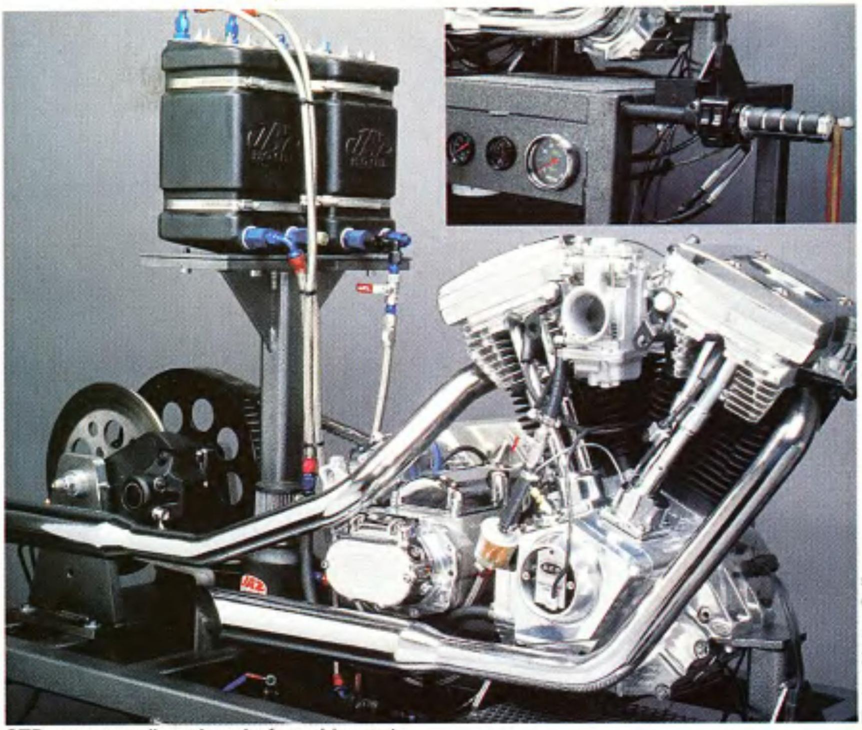
STD air cleaner designs.

A square engine is not a new idea, but it does represent a few principles that engine builders all seem to like. This particular approach of building an engine with the same size bore and stroke (thus, square) offers a few performance advantages. Using a larger bore to gain cubes (as opposed to increasing the stroke) allows you to keep the piston speed down, which reduces friction and wear. At the same time, the bigger bore helps unshroud the valves, which allows both the intake and exhaust ports to breathe easier, and make more power.

Left: 160-inch Bonneville motor.
Right: STD square-inch, ready to ship.

Now the STD engine is what we call "over square" because of the fact that the stroke is slightly smaller than the bore. Instead of going with a straight 4-inch stroke, they decided to stick with the Shovelhead 74-inch stroke of 3.968-inches. It's only .032-inch shorter, but since his inspiration came from the smooth performance of his ol' Shovel, Sweet Ambur, he decided to use that as the starting place. In the end, the 3.968-inch stroke helps keep the piston speed down, and lateral force on the piston

Another fancy air cleaner cover from STD.



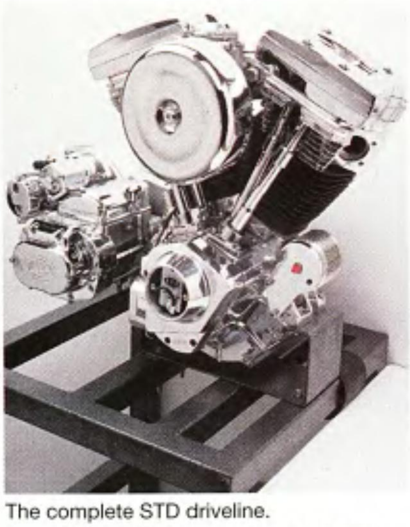
STD pre-runs all engines before shipment.

Photos: Markus Cuff

(pushing outward) at a minimum because of a redesigned connecting rod.

That's right, a redesigned connecting rod. See, in order to achieve something new, STD realized quickly that it wasn't going to magically appear using existing parts. One reason for this is the lateral force on the piston mentioned above. By altering the length of the connecting rod, the rod angle was improved to allow a more "straight shot," if you will, of the piston up the bore. Heavy rod angles tend to push the piston outward as they go up the bore. This effect is lessened by cleaning up the rod angle, and that's just what was done with the help of a few friends such as "Hank The Crank" (best known for his premier automotive racing crankshafts) and Jack Sparks at Carrillo Industries. The end result is that the Carrillo-made 8-inch connecting rod not only improves the strength of the crank assembly, but adds performance as well.

STD and Hank blended ideas on what kind of piston should be used with the new rod, and it really has several innovative features in its own right. For starters, the heavy-duty wrist pin is similar to one you might find in a NASCAR engine, .875-inch in diameter and gun-drilled for light weight and optimum strength. As for the 4-inch piston, the skirt design is .350-inch longer than a stock piston, which provides more stability in the bore. The ring packs are larger to ensure better oil scraping, and even the aluminum alloy used in its manufacture is special. What does this mean to you and me? Well, in short, it's a piston with very a precise tolerance that will do the job for the long run and perform consistently. The flywheels were designed around the venerable 74's 3.968-inch stroke and feature an 8.250-inch outer diameter. Although they weigh the same as a set of stock H-D wheels, their smaller diameter allows them to rev quicker, which is a real plus if you've ever found yourself being jumped off the line.



The complete STD driveline.

When it came time for the cam design, STD literally sifted through dozens of existing cam profiles that eventually led them to the conclusion that one would have to be developed. Several camshafts were designed and tested, and once things started heading in the right direction, the wrenches at STD were able to settle on some numbers that really maximized the torque capabilities of the 100-incher.

Engines ship out complete, and include a multi-spark single-fire, V.O.E.S.-equipped ignition system, two coils, four Autolite spark plugs, 8mm plug wires, a Mikuni Smoothbore carburetor with a specially-designed STD high-flow air cleaner assembly, intake manifold, a stainless steel oil line kit, oil pressure sending unit and a billet oil filter mount with filter. Pretty much all you'll need is a set of pipes, and a napkin to keep the drool off your new engine while you're putting it in the bike. All of these monsters come with a warranty, low-compression engines get one year unlimited mileage, while the high-compression versions have their own limited warranty. Either way, all engines are all pre-started, tested and tuned, so you know you're getting a true bolt-in piece.

The STD crew have been busting their tails to make sure that these engines are available to go out on time to people like you and me. If you like what you read here, give 'em a shout. You never know, it may be time to get almost square.

—Erik Falconer

Source

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The New Victory Launch In Sturgis

NEW, SPORTIER V-92 SC FOR 2000

Here's another major success story in the growing V-twin cruiser market: Victory Motorcycles. As of April 6, 1999, Victory Motorcycles reached another milestone in a year of successes. Today it shipped its 2,000th bike and is well along on its 1999 goal of shipping 5,000 Victory V92C Cruiser Motorcycles.

Victory Motorcycles, a division of Minneapolis-based Polaris Industries, Inc., publicly introduced the Victory V92C two years ago. Last July, the first bike rolled out of the company's manufacturing facility in Spirit Lake, Iowa. The company now boasts nearly 300 North American Victory dealers and international expansion is in the works. Victory is the first newly American-made motorcycle manufacturer to mass distribute a bike in almost 50 years.

"We knew if we produced quality motorcycles that we had the infrastructure to successfully market and distribute the bikes without adding much cost to our company," said Tom Tiller, president and CEO of Polaris Industries, Inc.

The Victory V92C is a made-in-the-U.S. heavyweight cruiser, featuring a unique combination of looks, performance, and sound. Victory is designed with classic aviation, automotive, and motorcycle styling, and looks like no other motorcycle on the market. At over 92 cubic inches (1,507cc), the engine is one of the largest V-twins available.

The Victory gang isn't stopping there. The new V-92SC will be launched in Sturgis this year and we were fortunate enough to capture a concept drawing of the new model. In addition to the traditional cruiser and sport bike handling, their goal is to offer a scooter with classic styling. A factory custom of sorts with 17-inch wheels (instead of 16s), a 180 rear tire (the largest on a stock cruiser), a different cam, air box, and pipes for 10 more ponies. Then they bobbed the fenders, beefed up the front end with 50 mm Marzocchi front forks for crisp handling, coupled with twin 300mm Brembo 4-piston brakes, a new Fox rear shock, a lower sub frame, and foot pegs instead of footboards. The handlebars have been switched to dirt track style and the SC has a single seat. The power will purportedly jump to 60 horses at the rear wheel along with 80 foot-pounds of torque that match the attitude of the bike.

Watch for this new model to be launched in Sturgis on demo row behind the Easyriders truck stop for demo rides and at their satellite dealership, which will be open on Main Street the entire week. Demo rides will be available from August 7 to the 14, beginning at 8 a.m. daily. Victory isn't forcing this new model on the unsuspecting public without options. Two accessory packages will be available taking new owners in two separate directions: Sport Cruiser and traditional. The Sport includes non-chromed accessories, bikini fairings and carbon fiber accessories. The traditional line will include many chrome parts along with a variety of seats, footboards, and windshields.

Victory Motorcycles is a division of Polaris Industries, Inc. Polaris is the largest snowmobile manufacturer in the world, and one of the largest U.S. manufacturers of ATVs and personal watercraft. The company is confident that the SC will carve out a new niche in the motorcycle market: Sport Cruiser, with high-performance features and out-of the-ordinary styling.

—M.M.

Illustration: Carl Brouhard

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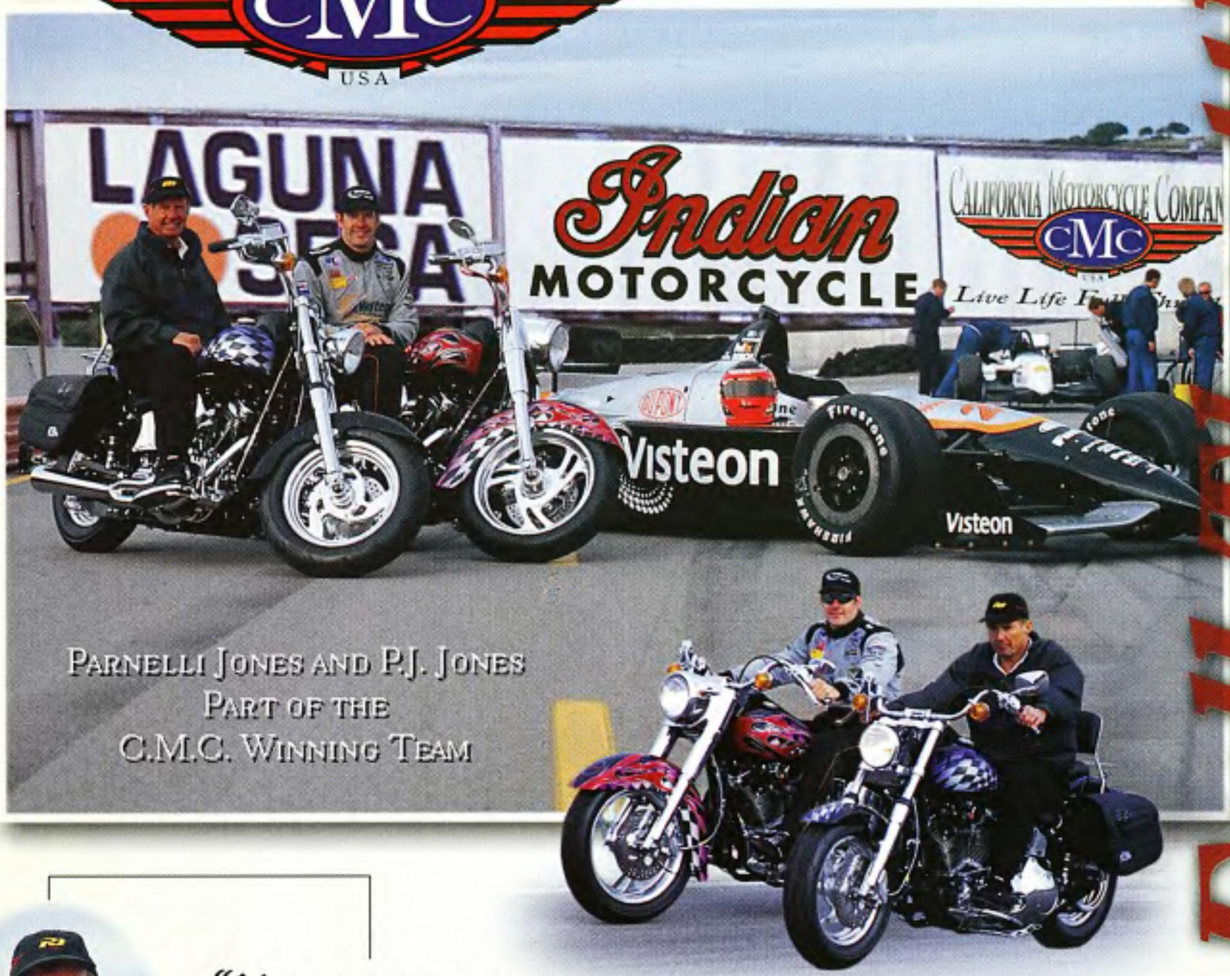

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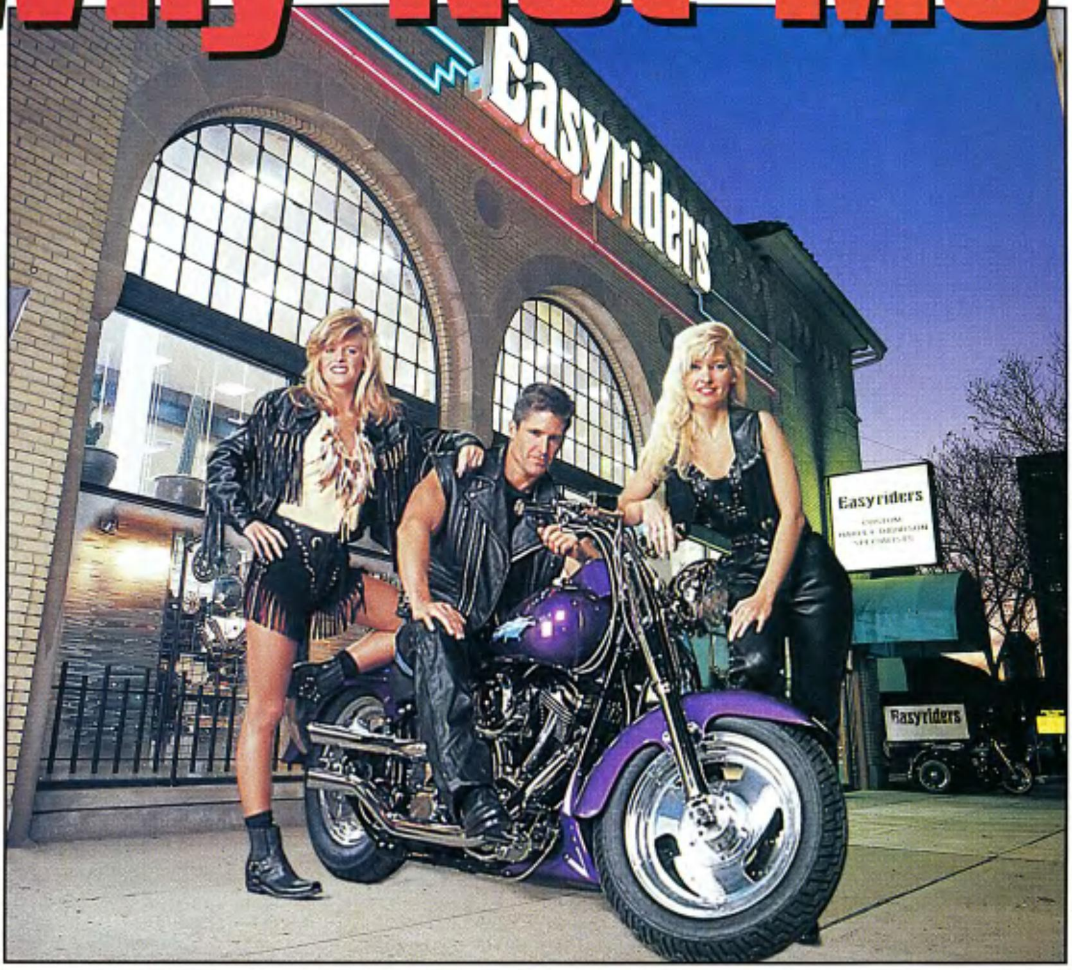

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Gary Allocca
Brooksville, Florida
1969 Shovel

I gotta tell you, I'm partial to '69 Shovels. I've been on my '69 for 22 years. When I bought it in 1976, it was stock. The motor was blown, the paint half stripped, and the forks leaked bad. And it was only six years old! So when I first looked at the spec sheet for Gary Allocca's '69, and in almost every box was the word "stock," it dawned on me that this is not an easy thing to do with a 30-year-old basket case. But, of course, there are a few "enhancements."

Gary owns "Bodies by Gary" in Brooksville, Florida, and is sometimes known as "Nostalgia Gary." He does auto body repair and antique restoration. Gary laid on the Emerald Green Metallic paint over a chrome base, and had the tank art airbrushed on by Gary Smith of "Art Attack" in Clearwater, Florida.

Plating is by Brown's and all the aluminum parts on this bike are polished, except the cases. Every nut and bolt is either chrome or stainless steel. Gary ordered his parts from Flaming Raymond's in Tampa, and he and his friend Mickey from Sunset Harley in New Port Richey tackled the power train. They brought the motor back to a stock 74 inches; all the parts in it are stock, except for the S&S carb. The tranny has all Andrews gears, and Gary did the wiring himself.

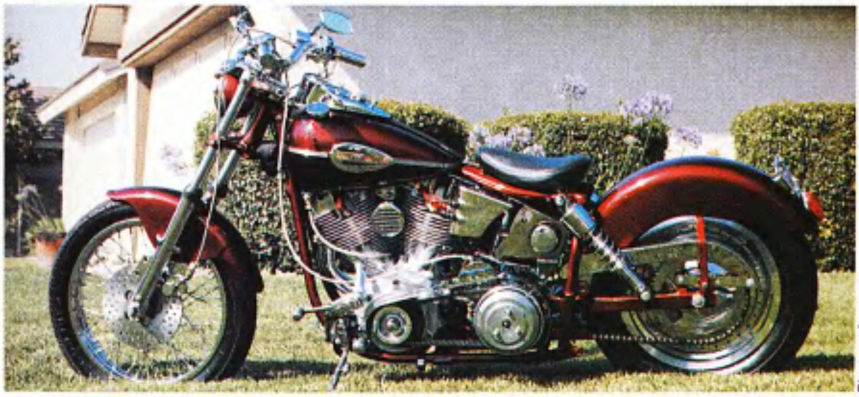
Talking to him, Gary seems to be a kicked-back, slow talkin', easy going fella. But this bike shows an intense attention to detail, a mastery of mechanics, and the heart of a poet. Seeing an "old friend" like this bike adds one more smile line to an already wrinkled brow, and brings a tear of joy to my one good eye! '69s rule!

—GFH

Photos: Pat Randle

ReadersRides

David Pybrum
Camarillo, California
1973 Shovel FX



Photos: from owner

This is a timeless tale viewed from the edge of a dream. It's a tale about the coming of a friend, Mike Barrett, the finding of a treasure (this bike), unridden, unloved, overpriced, won't budge, no sale! Move on. Ultimately, the years flow by, time takes its toll, and memory ... of that bike ... fades ... away. A decade passes, the world changes ... then, one day, the word is heard, a memory is stirred, and the dim past walks out into the light. The bike is for sale! Unridden, unloved, low priced? Owner is moving, the price drops, must sell today! In an instant, the years lose their grip, the memory burns clear, and an old friend who David never had, comes rollin' home.

An epic tale, poetic even, but essentially the truth. After 10 years of lying uncovered in a garage, the tires were rotten, the oil was thick, the brakes were frozen, it wouldn't start, and rust made itself right at home. And it was beautiful!

Mike Barrett knew the bike's potential, and David knew Mike, and the three of them worked well together. Mike's ingenious mechanical ability, guided by David's vision (and the spending of fair amount of change), and a new bike stakes its claim on the wind. Did I mention American M.C., Dave Mackie, Sifton, S&S, Metzeler, South Bay Chrome, House of Kolor, paint by Jim Brittain, and a special thanks to David's best friend, Mike Barrett? I did? OK.

—GFH

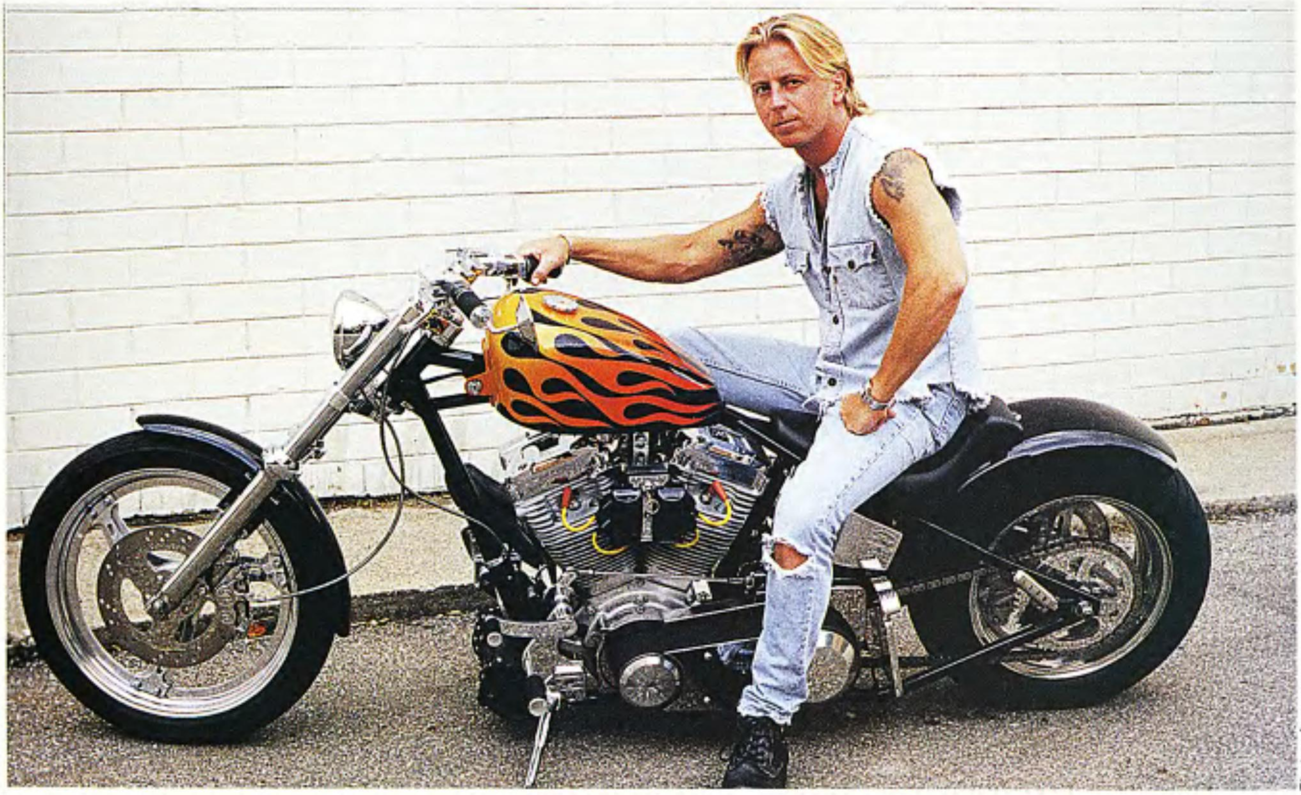
Jeff Cochran
Cincinnati, Ohio
1997 Pro Stock H-D

When I was a kid, searching for a career, I took an exciting job in Las Vegas. I worked as a shill in a pay toilet! As a result, I learned more than I wanted to know about crap. After that, I worked as a "before" advertisement for Nair, and my beard is still long and in need of a trim. What I'm getting at is that sometimes the work you do gives you certain distinct attributes. Such is the case with Jeff Cochran, a diamond setter who does custom jewelry design work. Jeff has developed quite an eye for the reflection of light from a perfect surface.

Enter this sizzling scoot. It was built by Jeff's friend Donny Loos of Don's Custom Cycle in Miami Town, Ohio. It's powered by a 103-cubic-inch S&S motor with STD dual plug heads by Headquarters in St. Louis, sports a five-speed tranny with Andrews backcut gears, an ART hydraulic clutch, and a 3-inch open primary. It's all housed in an Atlas rigid frame. Donny used a Redshift 650 cam, Crane HI single-fire ignition, a Carl's Typhoon carb with velocity stack, and all the oil and fuel lines are stainless steel with threaded fittings.

Shortly after Donny got this bike on the road, he and Jeff went riding late one clear, full-moon night. Riding side by side, at about 100 mph, Jeff says he looked over at Donny's bike and, with the moonlight hitting it just right, he experienced one of those moments of pure clarity, a moment when the world around you becomes fuzzy and one thing shines perfectly clear. Jeff knew right then and there that he had to have Donny's bike. A month later, it was his.

—GFH



Photos: from owner

Crystal Bowman
Danville, Illinois
1996 883 Sportster

Crystal started out riding on the back of her dad's Harley, and she loved it. Then he taught her how to ride, and she loved it even more. Since then she wanted a Harley of her own.

When she got married, she got her husband, Kenny, to buy one, and for a while she was happy riding on the back. But it wasn't long before she got the hankerin' to be in control of her own steed. One day, in 1996, he came home from work and said, "Let's go, we're going for a ride." He rode straight to the Harley shop, stopped, and told her that they were there to pick up her new bike!

"At first I didn't believe him," she recalls, "but sure enough we came home with my 883. I love just puttin' around town watchin' people stare, wishing they were me." She has it just the way she wants it now. It's pretty much stock, except for the beautiful blue paint job and color changing flames by DA Customs in her hometown of Danville.

Her 4-year-old son, whom she calls "Little Harley Man," loves to ride with her and Kenny, and he even has his own leather jacket. "He thinks he's real cool when he gets ready to ride," says Crystal, who's has been nicknamed "Bike Washer" by her friends because of all the time she spends cleaning her ride.

She must really be good at it, because her 883 has won a few second-place trophies at local bike shows. This year she is going to try for a few first places. Keep scrubbing, Crystal, you'll make it yet.

—GFH

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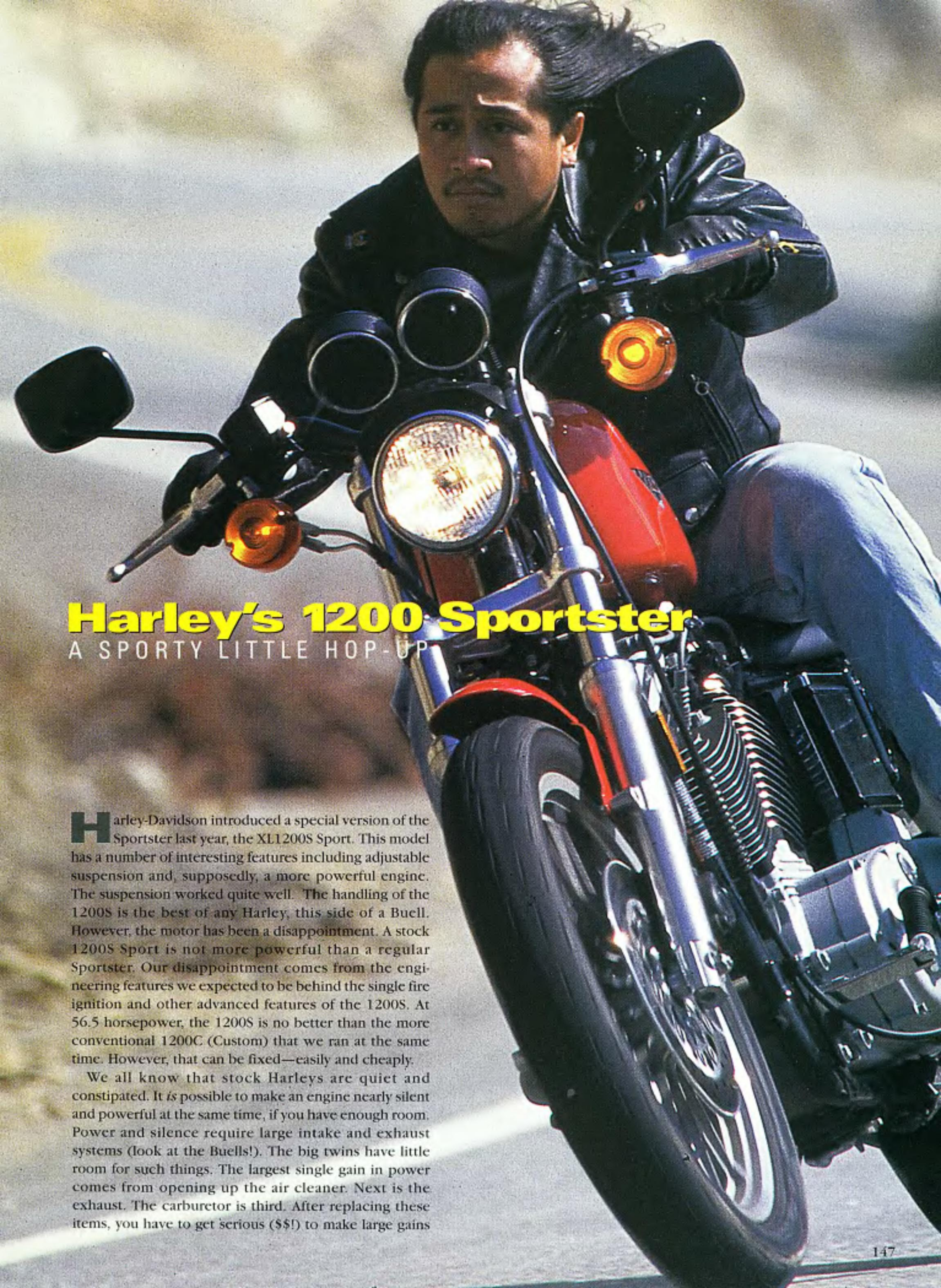


Harley's 1200 Sportster

A SPORTY LITTLE HOP-UP

Harley-Davidson introduced a special version of the Sportster last year, the XL1200S Sport. This model has a number of interesting features including adjustable suspension and, supposedly, a more powerful engine. The suspension worked quite well. The handling of the 1200S is the best of any Harley, this side of a Buell. However, the motor has been a disappointment. A stock 1200S Sport is not more powerful than a regular Sportster. Our disappointment comes from the engineering features we expected to be behind the single fire ignition and other advanced features of the 1200S. At 56.5 horsepower, the 1200S is no better than the more conventional 1200C (Custom) that we ran at the same time. However, that can be fixed—easily and cheaply.

We all know that stock Harleys are quiet and constipated. It *is* possible to make an engine nearly silent and powerful at the same time, if you have enough room. Power and silence require large intake and exhaust systems (look at the Buells!). The big twins have little room for such things. The largest single gain in power comes from opening up the air cleaner. Next is the exhaust. The carburetor is third. After replacing these items, you have to get serious ($$!) to make large gains

in power and torque. So, just how much difference does it make? Depending on the parts used, quite a bit. Let's take a look at the parts we used.

There is no choice about the ignition; the only performance ignition available, at the time of our testing, is Harley's. The stock ignition limits rpm to 5700; the highest revving with the Screamin' Eagle version shuts down the motor at 7200. Since the Sportsters motors are safe to 7500, we used the Screamin' Eagle.

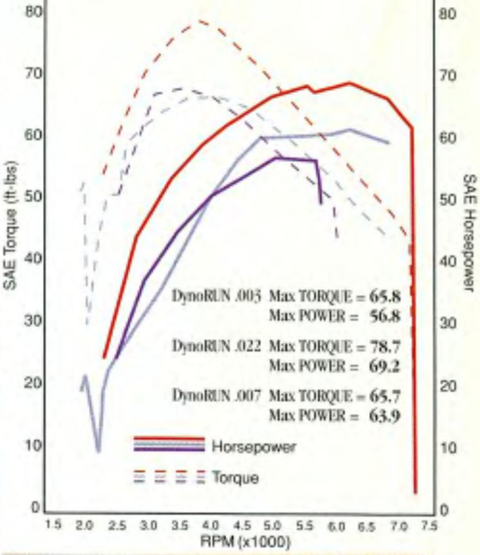
Until the heads get really good porting, the Screamin' Eagle air cleaner is plenty good enough to pass enough gas to feed the engine. We used one and the finished motor made no more power with the cleaner removed than it did with it in place.

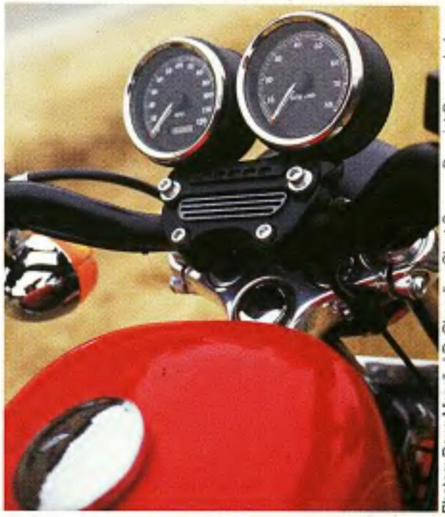
There are a jillion exhaust systems from which to choose. Many are slave to styling concerns (straight pipes come to mind here). A few actually make good power. The standard for all-round performance is combination of stock header pipes and Screamin' Eagle slip-on mufflers. This combination leaves no holes in the power band and makes nearly as much power as most high-performance systems. The Screamin' Eagle mufflers did well, but really don't match the performance of a SuperTrapp system—especially below 4500, where most of us spend our riding time. The Screamin' Eagle exhaust certainly costs less and does work well, but they are no match.

For the past dozen years, the proven Sportster performance system has been the SuperTrapp 2-into-1. Sportster 2-into-1s almost universally deliver a dip in the torque curve between 2500 and 3500 rpm. The "Trapp" did not. The SuperTrapp, along with the large-muffler version of the Bartels' 2-into-1, has always made the best power on all the stock-port Sportsters. Carburetion

Harley-Davidson

Harley-Davidson
1200



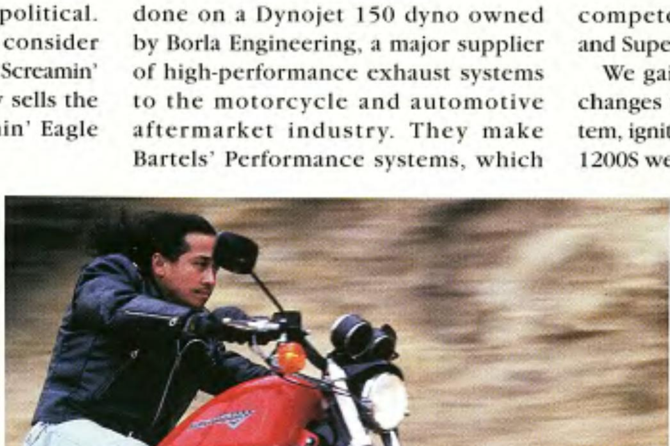


Photos: Doug Mazel, J.D. Chandler; Chart Source: Dynojet Research, Inc.

is personal and sometimes political. There are shops that won't consider choosing any carb but the S&S, Screamin' Eagle, or Mikuni. Harley now sells the Mikuni HSR42 as its Screamin' Eagle accessory carburetor.

Most Harley owners opt to rejet the stock carburetor. Rejetting can successfully overcome the extreme leanness of the stock carb, but it can't eliminate the throttle lag that is inherent to CV carb designs. Any carb created today can't match the throttle response of the Mikuni HSR42 flat slide carb. It is a myth that the Mikunis are hard to tune. Our HSR42 required only a main jet change (one size up) and the usual idle mixture and speed screw adjustments. After that, it was perfect and needed no further attention.

The dyno charts speak for themselves. Our testing was done on a Dynojet 150 dyno owned by Borla Engineering, a major supplier of high-performance exhaust systems to the motorcycle and automotive aftermarket industry. They make Bartels' Performance systems, which compete with both Harley-Davidson and SuperTrapp.



We gained 13 horsepower with the changes to the air cleaner, exhaust system, ignition module and carburetor. Our 1200S went from 56.5 to 69.3 hp. Torque increased from 66.1 ft.-lbs to 79.00. The best part about the torque gain was where it occurred: between 3000 and 4000 rpm. This thing will do power wheelies! The best part is that all this performance cost us less than a grand. This is a true bargain. Another 10 hp would cost about double that much. We also produced a bike that simply leaps out of slow corners. With these changes, the Sportster 1200S Sport finally delivered on the promise of its name and image. If you have one, do these things. If you've been thinking about getting one ... well?

—J.D. Chandler

"Got hit by one during the war. They're still afraid to remove the bullet."

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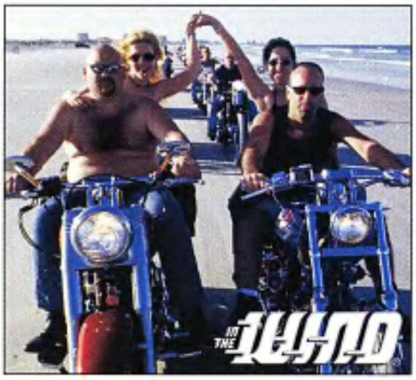
ComingAtYa

With a cloud of dust and a hearty Hi Ho Silver the September issue (#315) thunders out of the desert sky to bring you all the excitement and lost wages found at the Laughlin River Run. It's our best and biggest Laughlin coverage ever. Then we do the unthinkable: take a brand-new Excelsior-Henderson and give it the Easyriders treatment in part one of our Super X make-over. We'll also reveal Bob McKay's finished Twin Cam chopper, travel to the Grand Opening of Easyriders Minneapolis, and meet a biker hero known as Captain of Dark Mornings. Besides the best gaggle of near-naked girls and custom scoots this side o' hell, we'll gaze into the misty future where cyber riders blast down the E-highway. Easyriders #315 will even throw in a two-month calendar filled with bike events and good times. Don't miss a page. *On sale August 3*

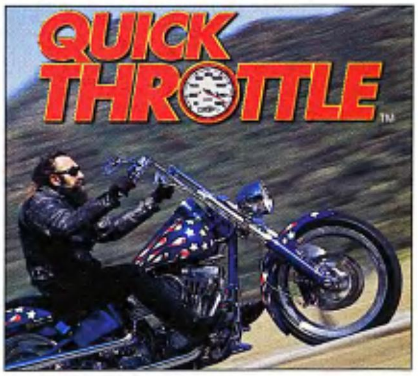
It's summertime, the weather's fine, and that means only one thing: parties! Yup, half-dressed honeys, beer-belly-barin' bros, dusty campgrounds ... dive in—but be careful, ya might catch somethin' *On sale now*

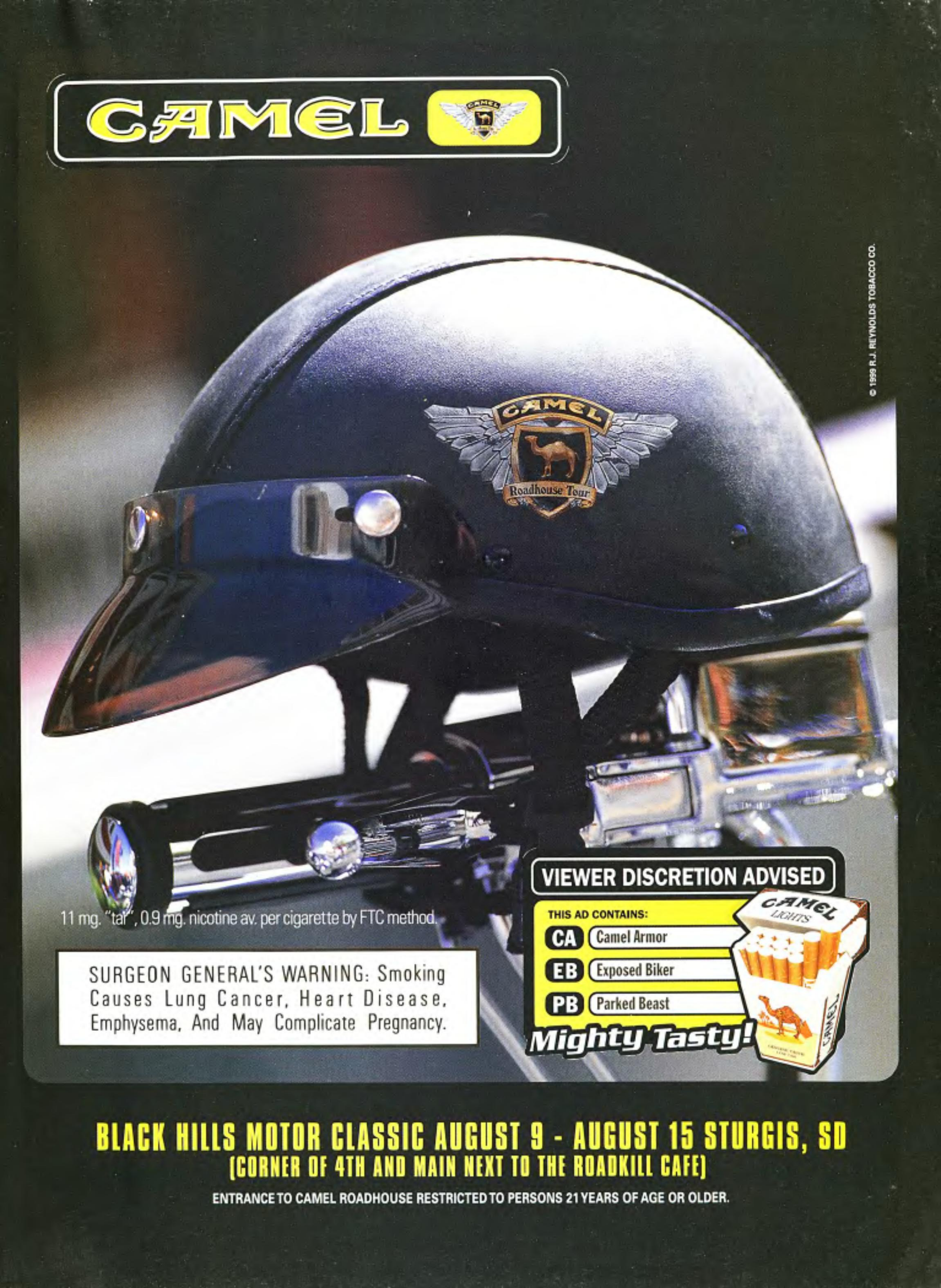


September's *Wind* takes a look back at the blast that was Daytona Bike Week '99. We also take a retro ride back to the '50s with a sexy gal whose '57 pan paved the way for family puttin' *On sale now*

Escape into the pages of *VQ*, where Wall Street meets Thunder Road, where two-wheeled treasures are uncovered in the world's most exclusive places. Unleash your dreams ... *On sale July 15*

Get ready for the new look and feel of September's *Quick Throttle*, pumped up with more pages, techs, and customizing how-tos than ever before. It's a wild ride you don't want to miss. *On sale now*

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